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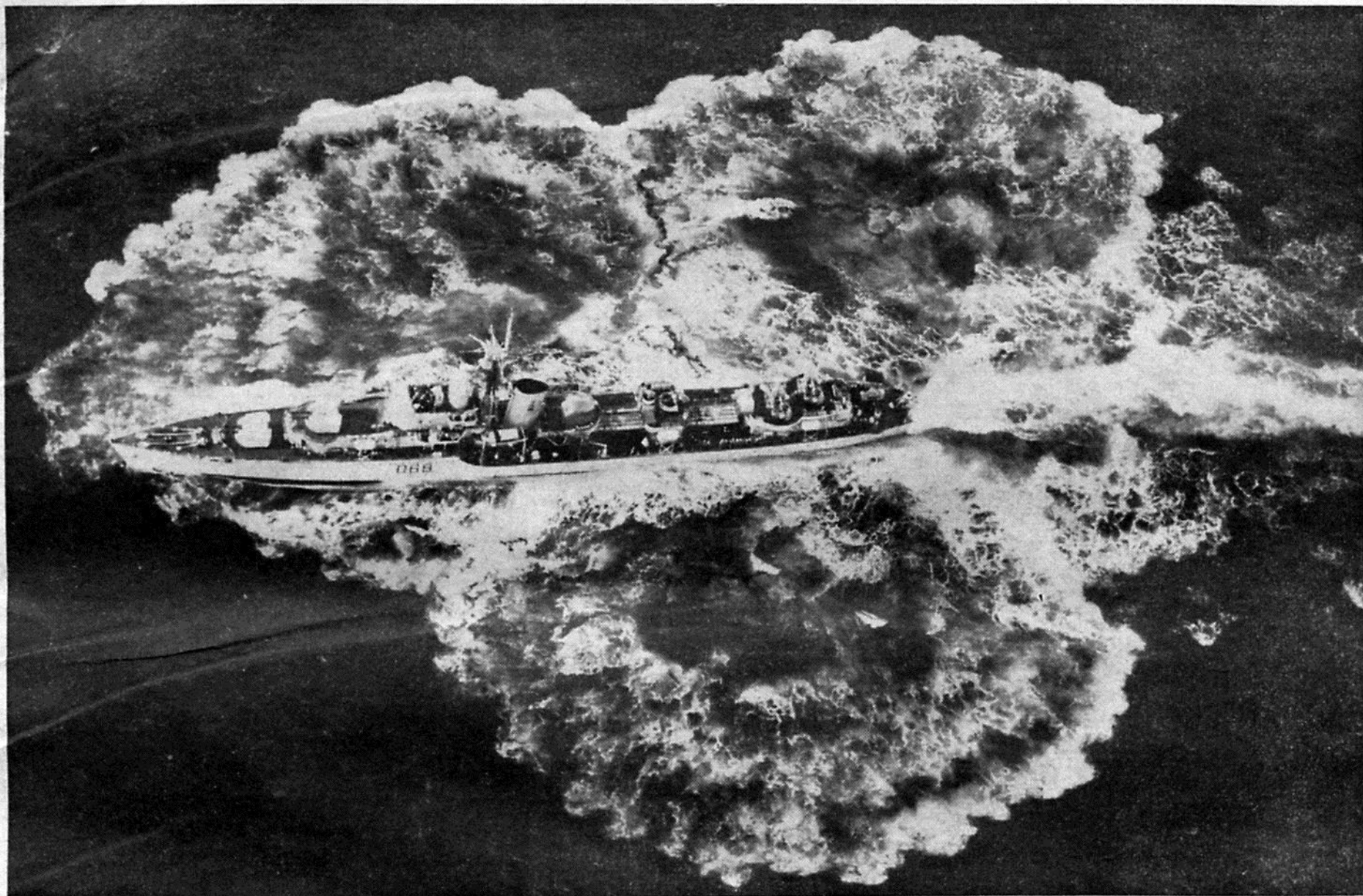
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No. 10 MARCH 1955

The Official Newspaper of the Portsmouth Command

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DEATH TO THE SUBMARINE



H.M.S. BARROSA

H.M. Destroyer Barrosa passing through a sham-rock of boiling foam caused by the explosion of her anti-submarine depth charges.

Her A/S weapon, known as the Squid, flings its missiles ahead of the ship, a method of attack which has out-dated the war-time method of dropping depth charges astern of a ship.

This aerial photograph was taken during an exercise in the Mediterranean as the Barrosa steamed through the pattern which her exploding charges had made a few seconds earlier.

An improved Squid has since been developed for Britain's anti-submarine ships and this automatically locates its quarry, sets its missiles to explode at correct depths and then aims and fires without human aid.

NAVAL ESTIMATES IN FULL

Commencing on Page 7

See Centre Pages for Special
Articles and Pictures on
Supply and Secretariat Branch

Drafting Forecast

THE COMMISSIONING PROGRAMME

FOR GENERAL SERVICE (Ships commissioning at Portsmouth)

April 13: H.M.S. Scorpion, H.M.S. Wrangler, H.M.S. Wakeful (Mediterranean/Home Fleet).

May: H.M.S. Morecambe Bay (Home Fleet/America & West Indies).

June: H.M.S. Bigbury Bay (Home Fleet/America & West Indies).

June: H.M.S. Loch Fada (East Indies/Home Fleet).

September: H.M.S. Saintes (Mediterranean/Home Fleet).

FOR FOREIGN SERVICE

July: H.M.S. Comus—at Singapore for the Far East Station.

FOR LOCAL FOREIGN SERVICE

During the summer: H.M.S. Woodbridge, Haven and Minesweepers—Commissioning in U.K. for service at Malta.

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PORTSMOUTH Navy News

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EDITORIAL

IF THERE were ever any doubts in our minds about the role and shape of the Navy in the age of thermo-nuclear weapons, they must be vaporised by the Explanatory White Paper published in conjunction with the Navy Estimates and reproduced almost in its entirety in this issue.

The First Lord of the Admiralty and his advisers have virtually fired an atomic broadside in this remarkably vigorous and confident document. It has arrested the attention of the general public, challenged the Navy to new endeavour, and cannot fail to have its impact on Parliament when the Estimates are debated on March 3.

In recent months the Navy has had more than its fair share of adverse criticism, a lot of it singularly uninformed and dangerous, coming from people whose basic conceptions have been shaken by nuclear explosions. The atomic age, many critics have implied, has made the Navy obsolete. The First Lord's broadside is, therefore, a very necessary one.

It is time the basic facts of sea power were restated: that whether weapons be conventional or atomic, Britain could not long survive to fight a global war unless she and her allies denied the seas to the enemy and thus ensured that food and raw materials continued to reach her from overseas.

But the White Paper is more than a restatement of the role of the Navy. It is a fearless and compelling document which indicates that the Board of Admiralty has judged the time ripe to give as much positive information on Naval policy as security considerations permit; and to acknowledge honestly that there are limitations to what the Navy can do.

It doesn't mince words. In its pages one can discern the Navy of the future: the Navy which will, if necessary, be able to launch the atom bomb and guided missiles; fight in local wars without the weapons of mass destruction; or merely perform its traditional peace-time role of supporting British policy and ensuring that her worldwide trade continues unmoled. There, too, is the Navy of better living conditions, shorter periods of overseas service, improved Service conditions.

If there is anything to criticise it can only be that there is no indication as to when the new Navy will emerge. That, of course, is a thing our enemies would like to know, but primarily it depends on how soon Parliament will vote the Navy sufficient money, or how soon Parliament can be persuaded that the general public wants a strong, modern Navy.

Whenever it comes, its efficiency will basically depend on the industry and ability of those who man it. Here, then, is a worthy challenge—all hands to the pump.

NAVY IN PARLIAMENT —Questions in the House

ON WEDNESDAY, January 26 the First Lord dealt with a number of questions.

Accident—H.M. Submarine Talent

In answer to a question whether he is now able to make a statement about the enquiry into the cause of the accident to H.M.S. Talent in Her Majesty's Dockyard, Chatham, he gave a detailed account of the accident concluding with the words:—

"I should like to emphasise that there was no structural failure in the caisson; the accident was due entirely to excessive buoyancy created by a miscalculation, the effect of which was intensified by an abnormal tide.

"I am naturally taking steps, both to deal with those persons in the dockyard who are responsible for the failures which led to the accident and to avoid a repetition of the accident—either at Chatham or at other yards.

"In conclusion, I should like to express again the profound sympathy of the Board of Admiralty with the bereaved and the injured."

D.H. 110 Aircraft

Questioned about the ordering of D.H. 110 aircraft for the Navy, the First Lord said:

"Instructions to proceed with the order for D.H. 110 aircraft for the Royal Navy were given by the Ministry of Supply on January 10. It would not be in the public interest to divulge the number involved. My Right Hon. and learned Friend, the Minister of Supply is responsible for research, development and production of Naval aircraft and the decision was taken after consultation with him."

In answer to further questions the First Lord said that "it is true that the R.A.F. chose the Javelin in place of the D.H. 110 but the Javelin would have been too heavy and too large for our purpose. The D.H. 110 wing-tip failure which was the cause of an accident at Farnborough has been completely remedied and there is no reason to think that the aircraft is not now thoroughly airworthy. The protracted development of this aircraft should result in its entering into service with far fewer incipient troubles than other aircraft."

Naval Discipline Act

On being asked what action he has taken to amend and revise the Naval Discipline Act, the First Lord referred to a reply he gave on February 24, 1954. Although the Select Committee on the Army and Air Force Acts has now completed its task the result of

both Houses; there is much to be learned from the information that was given to the Committee when it was considering those acts. These matters are now in the hands of the Houses who will decide upon further action. The First Lord commented that he would be prepared to have a similar committee go into the whole question of the Naval Discipline Act.

Aircraft Carriers

To a question about how many aircraft carriers and what type are now in commission and how many are in reserve the First Lord replied that he will be giving full information about the Royal Navy's aircraft carriers in his statement explanatory of the Navy Estimates for 1955-56.

H.M.S. Superb (Cruise)

When asked what route will be followed by H.M.S. Superb on her journey to Callao, and at what ports it is intended she will call, the First Lord said:

"Her Majesty's Ship Superb passed through the Panama Canal on January 23 after visiting Nassau and Kingston in the British West Indies, and is proceeding direct to Callao, where she is due to arrive on January 28. This is a normal cruise and has nothing whatever to do with the whaling fleets. Her Majesty's Ambassador in Santiago has already made that clear."

When asked further whether he did not think it desirable to have one of Her Majesty's cruisers in the Antarctic during the whaling season, in view of events which have taken place, the First Lord said:

"A cruiser is not the only ship that Her Majesty's Government may have in the area."

Boy Recruits—(Medical Examination)

In answer to a question whether he was satisfied with the procedure for the medical examination of boy recruits for the Royal Navy and if he will consider obtaining a second opinion if the boy fails in one respect only, for example, colour vision, and the boy's parents wish to appeal. He replied:

"The answer to the first part of the question is 'Yes.' I am always ready to arrange for the re-examination of individual boys where good reasons are given, but I have no evidence of any need for a regular system of appeals."

H.M. Dockyard, Malta

On February 2 the First Lord was asked to give an estimate of the approximate total cost to the Exchequer of placing all Maltese

employed in Her Majesty's Dockyard, Malta, on corresponding British rates of pay. The reply was:

"The total extra cost of placing all Maltese civilian employees in Her Majesty's Dockyard, Malta, on corresponding British rates of pay is estimated very approximately at £1,500,000 a year for industrials and £100,000 for non-industrials. It does not follow that expenditure on Malta Dockyard would actually increase by these amounts in the hypothetical circumstances envisaged by my hon. and gallant Friend. The amount of work which could be allocated to Malta would continue to depend, among other things, on the financial resources available to the Admiralty and the cost of doing work there compared with the cost of doing it elsewhere."

Industrial Establishments—Holidays

The following answer was given to a question about whether the First Lord would reconsider a decision made last year to close the dockyards for the period of the employees' two weeks holiday during the peak of the holiday season.

"I would refer my hon. Friend to the reply given by my right hon. Friend to the hon. and gallant Member for Portsmouth West, on December 9, 1954, in which he was informed that there would be no closed fortnight in the Royal dockyards in 1955. The times at which most dockyard employees will take their holidays will in consequence be spread over a period of five months, lasting from May 1 to September 30."

H.M.S. Ark Royal

To a question as to when the fleet carrier H.M.S. Ark Royal will be accepted into service, the First Lord replied:

"H.M.S. Ark Royal will be provisionally accepted from the shipbuilder on February 25, 1955. She is the sister ship of H.M.S. Eagle, and is one of the two largest units of the post-war fleet. The Ark Royal will be able to operate all the types of high performance aircraft which will come into service, and will incorporate a number of important new features. She is the first operational ship of the Royal Navy to be fitted with steam catapults."

Royal Navy (Overseas Service)

On February 8, in reply to a question about the period of overseas service now in force, the First Lord said that as a result of the General Service Commission about two-thirds of the ships due to be manned under this scheme are already so manned, and that for these ships the maximum period of service abroad is twelve months. For men on other forms of overseas service good progress had been made with the reduction of the maximum period for men not accompanied by their families to eighteen months.

understand his reserve liability. A note to this effect signed by the Commanding Officer is to be made on the Service Certificate of a man discharged notwithstanding that he may be enrolled in the Royal Fleet Reserve.

Discharges—"Exceptional Compassionate Grounds" and "By Purchase"—Prospective Civilian Employment

A.F.O.313/55 said that application for discharge under the above headings no longer requires that evidence must be produced of an offer of employment in civilian life except:—

- when the man says he is applying because he could improve either his own or his dependants' financial circumstances by obtaining his discharge, or
- when such a supposition is clearly essential to his case for discharge, even though his application is made mainly on other grounds.

If, however, a guarantee of employment is available it may be forwarded in support of an application.

Passages—Free Passages for Families of Naval Personnel Serving Abroad

A.F.O.317/55 issued an up-to-date list of ships based on ports abroad in which service at present carries entitlement to family passages provided the normal conditions are complied with.

Naval Salvage Money—Distribution

A.F.O.324/55 announced rates of award for the salvage of Yacht "Miss Brittany" by H.M.M.T.B. "5033" on July 2/3, 1954. Applications on behalf of those eligible to share should be

PETTY OFFICER COMMENDED

In Special Order of the Day

A SPECIAL ORDER of the Day officially commends Petty Officer L. L. Beale (Upper Yardman, Air) for acting in the "finest traditions of the sea" when the aircraft in which he was flying crashed into the sea twenty miles north of Land's End in January.

With Midshipman (A) R. W. M. Shepherd, R.N.V.R., Petty Officer Beale was in the rear cockpit of the aircraft, a Firefly of 796 Squadron from the R.N. Air Station at Culdrose, near Helston (Cornwall). After the crash they released themselves under water; the pilot is missing presumed killed.

"After releasing his parachute," states the Order issued by the Flag Officer Air (Home), Vice-Admiral Sir John Eccles, K.C.V.O., K.C.B., C.B.E., "Beale realised that Midshipman Shepherd was in the water about fifty yards away without a dinghy. He swam across to him, inflated his own dinghy and seeing that Shepherd was injured in the head and only partly conscious, pushed him into the dinghy before climbing in himself."

"Beale himself had received a badly contused arm and a fractured rib, but succeeded in reviving Midshipman Shepherd and keeping him warm until they were picked up three hours later. During the rescue operations by the s.s. Scottish Eagle, the well-being and safety of Midshipman Shepherd was the constant consideration of Petty Officer Beale regardless of self. I commend Petty Officer Beale, who acted in the finest traditions of the sea in rescuing Midshipman Shepherd in spite of his own injuries."

Petty Officer Beale lives at Belgrave Road, Gloucester.

LAUNCH OF H.M. SUBMARINE EXCALIBUR

HER MAJESTY'S Submarine Excalibur was launched on February 25, 1955, at the Barrow-in-Furness Yard of Messrs. Vickers-Armstrongs Ltd., this firm being responsible for both hull and main machinery.

The naming ceremony will be performed by Lady Mason, wife of Vice-Admiral (E) Sir Frank Mason, K.C.B., M.I.Mech.E., M.I.Mar.E., Engineer-in-Chief. The religious service will be conducted by the Rev. J. Mills, Vicar of St. John's Parish Church, Barrow-in-Furness.

The Excalibur is a sister ship to H.M.S. Explorer, launched at the same yard last year and now undergoing trials. These submarines have a modern version of the usual battery and main motors for underwater propulsion, but in addition to their diesel-electric machinery both ships are fitted with turbine machinery for which the energy is supplied by burning diesel fuel in decomposed hydrogen peroxide. This machinery has been developed under the direction of the Admiralty by a special design team led by Messrs. Vickers-Armstrongs Ltd., led by Dr. G. H. Forsyth, M.B.E.

Of an extreme length of 255 ft. 6 ins. (178 ft. between perpendiculars) the Excalibur has a beam of nearly 16 ft.

She is being fitted with the latest submarine escape arrangements, including the one-man escape chamber and the latest breathing apparatus designed for escape purposes.

forwarded direct to D.N.A. through Commanding Officers.

Uniform Collars for Ratings Not Dressed as Seamen

A.F.O.327/55 announced the substitution of semi-stiff collars instead of stiff white collars for ratings in Class I and Class III uniform with No. 1 and No. 2 dresses when serving in Fleet Establishments or on leave from H.M. Ships or Fleet Establishments.

The six white collars issued to new entries in Class III uniform are to be of the semi-stiff type. After leaving the training establishment, their kits should be regarded as including six white collars, of which two should be stiff collars, the latter being provided by the ratings as normal replacements.

W.R.N.S.—Wearing of Cane Grommets with Uniform Caps

A.F.O.328/55 introduced, in the interests of uniformity of appearance on ceremonial occasions, cane grommets for wear with the uniform caps of W.R.N.S. ratings below Petty Officer.

A.F.Os. of Interest

A.F.Os. MARKED with an asterisk have been published for display on ships' company notice boards.

Clothing on Repayment

A.F.O.208/55 announced the welcome news that "slop chits" (forms S.80) for purchase of clothing from a service clothing store need no longer be signed by Divisional Officers; this excludes issues of essential clothing to men unable to pay cash, in such cases Divisional Officers are to continue to certify the "slop chits". Quantities of clothing that may be taken up are not to exceed those actually necessary for the personal use of an officer or man.

Removal Expenses and Disturbance Allowance

A.F.O.211/55 explained that for the purposes of refund of removal expenses and repayment of disturbance

allowance, ships on general service commission are not regarded as based on a particular port either at home or abroad. Any move of a family made in consequence of an appointment or draft to a ship on general service commission will therefore be regarded as a move to a Selected Place of Residence.

An officer or rating appointed or drafted to a ship which is on a general service commission or is commissioned or re-commissioned on a general service commission during the appointment or draft, may, if otherwise qualified, be allowed removal benefits for a move of his family from a residence at a former place of duty to a Selected Place of Residence provided at the time of the move he has an expectation of at least 12 months still to serve in the ship. Only one such move will be allowed at public expense in respect of the appointment

or draft. Where the family already resides at a Selected Place of Residence no removal at public expense will be permitted.

W.R.N.S. Blue Badges

A.F.O.218/55 said that supplies are now available of embroidered blue and white badges for issue on repayment to W.R.N.S. ratings, for wear as an optional alternative to printed badges, on No. 6 dress. The Issuing Price of embroidered blue on white badges for W.R.N.S. ratings is 8d. each.

Resettlement in Civilian Employment

A.F.O.238/55 introduced the publication "A Guide to the Resettlement in Civilian Employment of Men and Women discharged from H.M. Forces at the end of Regular Engagements", which has been prepared by the Ministry of Labour and National Service in conjunction with the three service departments. The guide lists, for every rating and specialist qualification, the man's (or woman's) qualifications and experience in the Service, civilian qualification for which he might be encouraged to work, Trade Union recognition to which he is entitled, related and civilian occupations, and suggestions for further training.

Copies of the guide are held by all Naval authorities, ships and establishments.

Discharge Free or by Purchase—Reserve Liability

A.F.O.312/55 reminded men who are applicants for discharge free or by purchase, that they are subject to the provisions of either the National Service Acts, or the Navy, Army and Air Force Reserves Act.

Each applicant for discharge should

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H.M.S. MORECAMBE BAY RETURNS HOME...

Memorable 16,000 Mile Voyage— World Circumnavigated

ON OCTOBER 1, 1954, H.M.S. Morecambe Bay sailed from Hong Kong for the last time after nearly five years on the Far East Station. After a refit at Singapore and a Captain (F)'s inspection at Hong Kong we were finally on the first lap of the long journey home.

We arrived in Yokosuka, Japan, for provisions and fuel in very bad weather. Here each watch had one night ashore, and much last minute shopping to get forgotten presents was done. Rain and typhoon warnings continued, and we finally cleared Tokyo Bay on October 9 with great relief, and set course for Pearl Harbour, nearly 4,000 miles away in the Hawaiian Islands.

After a day or two, fine Pacific weather came and the typhoon in the North China Sea never caught up with us. This passage took 12 days at economical speed, so an internal "Radio Morecambe" was established, and a remarkable newspaper called the "Morecambe Bay Bugle" had a short career. On crossing the International Date Line (180° E) King Neptune stopped the ship, and came on board over the fore-castle. Supported by his Court, he threw everyone they could catch into the sea, after executing a proper shaving routine on the victims.

Hawaii

We anchored in Waimea Bay (where Captain Cook first anchored when he discovered these islands in 1778) and painted ship so that when we went into Pearl Harbour the ship was looking like a Royal Yacht.

We fuelled and provisioned again in the famous U.S. Base, and after a tantalising glimpse of Oahu, Honolulu and Waikiki, we were away again on October 26 to Kealahou Bay on the west coast of Hawaii, where we were to repair the monument to Captain Cook who met his death there in 1779 after a misunderstanding with the natives. For this unusual job we had embarked bags of cement and builders' materials at Pearl Harbour, and a party of 15 volunteers had been formed. The base of the monument was crumbling and cracked owing to earthquake tremors, and it was decided to put a new one all round it, and to repair the pier, as the only access to the monument is by boat.

Film Stars

To our surprise about 200 yards from the monument was a rusty old tramp steamer kedged close inshore, called the "Ergenstrasse", and flying the Nazi flag! She was a property of Warner Brothers of Hollywood who were making a film called "The Sea Chase". In the story, the Royal Navy is chasing a German freighter in World War II, so the Director, John Farrow, asked for our co-operation. After getting Admiralty approval the ship provided a funeral firing party for a funeral sequence, and in addition various shots of the ship itself were taken. The stars in this film were Lana Turner, John Wayne and Lyle Bettger, all of whom

one a flowered lei and a kiss, as part of the traditional Hawaiian "Aloha" or welcome.

Warner Brothers then invited 60 of the Ship's Company to dinner at the biggest tourist hotel, while another big party was entertained by the local people at a torchlight dance and Hula Hula display under the palm trees. The circle of sailors, the moonlight and the flares, with the music of the guitars and the grace of the dancers, made a memorable picture.

Work on the monument and film were completed as far as we were concerned in three days, and we sailed round the north of the island to Hilo ("Johnny came down from Hilo"). This is the main town in Hawaii on the east side of the island.

Hilo

We arrived alongside at 8 o'clock on a sunny morning, and were boarded by the Aloha committee. This consisted of the Mayor's representative and a team of his pretty girls led by Miss Aloha 1954 who gave a splendid series of Hula dances on the fore-castle to the music of three guitars. They presented leis and sang local songs of welcome. Each girl chose a sailor as a Hula partner, and gave him lessons, to everyone's great amusement.

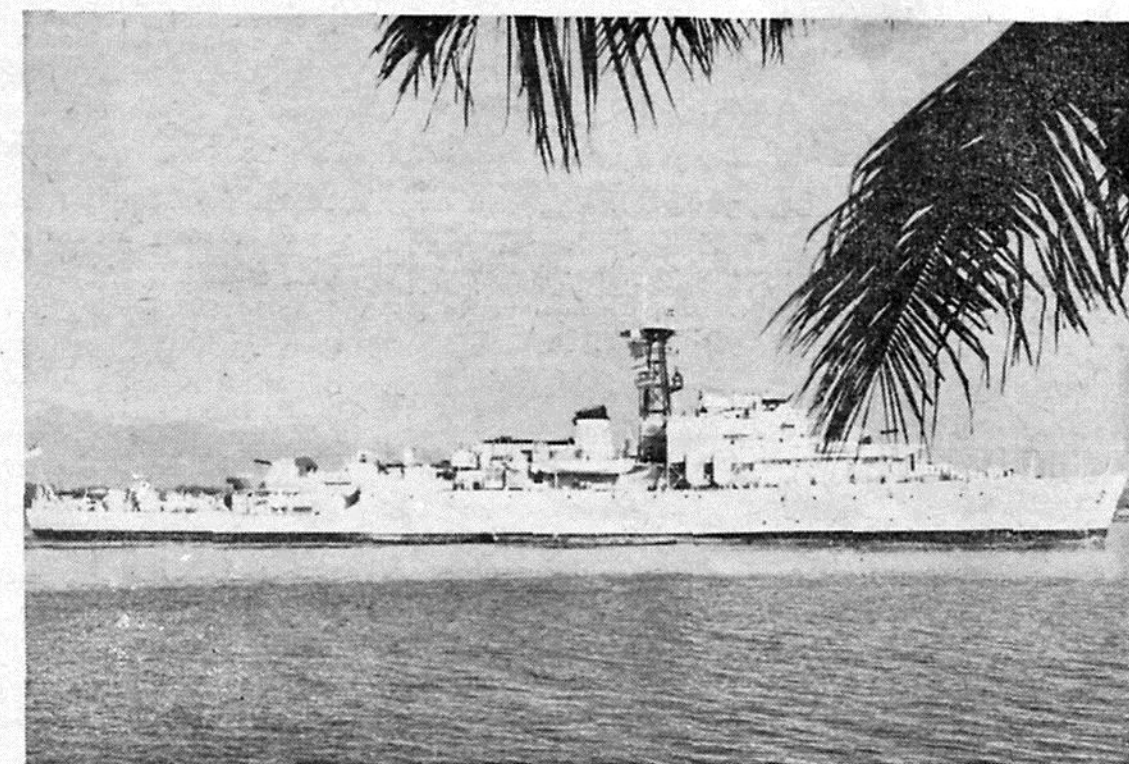
Expeditions to see Mount Kilauea (the biggest active volcano in the world) were arranged, and we beat the local cricket team on their ground in a sugar plantation overlooking the sea.

On to the New Station

We sailed on Sunday morning, October 31, and were sorry to leave these sunny and beautiful islands. On doing so we left the Far East Station where the ship had served so long, and joined the America and West Indies Station. We were sailing for San Francisco. Good weather held till the last day and we passed under the great Golden Gate Bridge in intermittent rain and stormy winds. Just inside we fired a National Salute as our visit was a formal flag-showing one, and we were escorted up-harbour by six U.S. Navy helicopters. More salutes, and then under the Oakland Bay Bridge, and we went to our berth in the U.S. Naval Base in Treasure Island in the middle of the harbour. Earlier we had passed the famous prison island of Alcatraz.

San Francisco

Local societies, and in particular Bishop Block (Bishop of California) were particularly hospitable, and nearly everyone on board was taken on "uphomers" by generous and kind Americans. It was a wonderful place to visit, especially after a long sea voyage and a spell in China. Tragedy intervened however, four days before we were due to sail. Three members of the Ship's Company were being driven back to the ship by an American Chief Petty Officer, whose car collided head-on with another on the Oakland Bay Bridge. One of our men, Roy Venn, was killed instantly and the other two very seriously injured.



Entering Pearl Harbour, October 23, 1954

pany, we arrived at Long Beach, the headquarters of the U.S. Navy's Pacific Minesweepers. This is principally an oil town, and all round were hundreds and hundreds of pumps working night and day, looking like strange pecking birds. The air smells of oil and gasoline and the exhausts of the seven million automobiles in the Los Angeles area. Smog is a big local problem. Here we played football, and also cricket up in Hollywood, and trips were made by most people around the film studios.

San Diego

We arrived at San Diego in a day's steaming to find that our champion cyclist, A.B. Steadon, had beaten the ship by an hour and a half. He was waiting on the jetty. He had been given special leave to do the trip of 106 miles. We spent a week here and found new friends, many of whom were introduced by people in San Francisco. Our football team beat the locals 3-2, but we were beaten at cricket.

Goodbye California—Hallo Mexico

Our next stop was Manzanilla, Mexico, for fuelling only, so we were only there five hours. The sea trip was calm, and as usual full of whales, porpoises, seals, sharks, and pelicans to watch. We were back in white uniforms, and enjoying the hot sunshine again. Three days at Acapulco, which is a favourite Mexican pleasure resort, resulted in nearly everyone buying sombreros, which were allowed to be worn at sea out of sight of land. Football again, bathing, picnics, and Fronto (the local form of Pelota) were attractions, as well as bull-fights and the usual form of after-dark entertainments. Everyone had free vouchers for 14 bottles of beer, which were much enjoyed.

The ship was visited by the leading Mexican authorities, and also H.B.M. Ambassador, H.E. Mr. Sullivan, from Mexico City. Also, curiously, a number of Russian officers called on board, from the Soviet Embassy in Mexico City.

San José, Guatemala

This is a small post with little or no shelter and an open anchorage with a persistent heavy swell. At the request of the British Minister we nearly all went up to stay in Guatemala City some 40 miles away. It is 4,000 feet up with a pleasant cool climate. The Ship's Company were put up as guests of the Guatemalan Army. We went in two parties. The first party contained the ceremonial guard and marching party, and the second party the football and cricket teams and as many supporters as wished to go. The B.B.C. filmed the whole visit, which was televised in England on December 20, 1954, and many readers will have seen it. The Captain paid official calls on the President and members of the Government with the British Minister, and laid a wreath on the monument to the Heroes of Guatemala. The Guard and Marching Party marched past the President in the Main Square, led by a Guatemalan Army band. In the evenings the British community and the Guatemalan Army arranged parties and dancing for everyone.

These generally included a Marimba orchestra and a good deal of Guatemalan and Spanish dancing. The football match was played in the Olympic Stadium which seats 30,000. We were easily beaten after a brilliant game, but the altitude told against our team. A large crowd came to watch. Our cricket team won easily and were presented with a handsome cup.

Puerto Libertad, San Salvador

We arrived here in the neighbouring republic to find our visit coincided with the 6th anniversary of the Glorious Revolution of 1943. However, beyond the Captain attending various formal functions in Salvador City, the Ship was not invited to participate as a whole. People managed to get inland however, due to the kindness of the British community who invited large parties to spend the day when the cricket and football matches were being played at Santa Tecla, a village outside the city. Again we won the cricket easily, but lost the football 5-3.

It was now December 17, and we sailed for Balboa to fuel before the transit of the Panama Canal. We were through the canal by the evening of December 20, and Christmas was in the air. Going through the Atlantic locks, carols were being broadcast from loudspeakers ashore. Christmas was spent at Kingston, Jamaica, with traditional hilarity, our Christmas fare meeting us on arrival—a triumph of Naafi world-wide

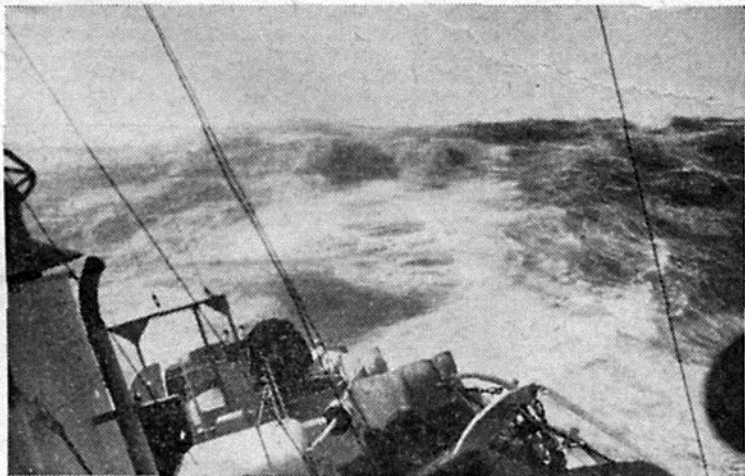
organisation, and the culmination of plans made at Singapore last August. Bermuda was reached on the afternoon of New Year's Eve, where, for the first time since leaving Yokosuka, we saw another British white ensign. Two other frigates and the Superb were in harbour.

Our stay in Bermuda was spoilt by continuous gales and bad weather. The legend grew up that the derelict dockyard on Ireland Island, where we were berthed, is haunted, especially on the way back from the canteen at night. Eventually we sailed for Portsmouth on January 21, 1955.

About 400 miles out we were involved in the worst gale most of us had even seen. The quarterdeck was nearly always awash with the enormous following seas, and ladders, hawser reels and a boat were washed away with most of the guardrails. The galley was out of action part of the time. However, the messdecks kept dry and warm, and no one was any the worse for the experience.

We anchored at Spithead on February 1, at 8 p.m., and went up-harbour the next day in the wintry sunshine with our paying-off paying-off pennant flying, to find all our friends and relations waiting for us at Middle Slip Jetty.

Our return journey from Hong Kong was 16,332 miles, bringing the distance steamed since leaving Portsmouth in 1949 to a total of 151,980 miles, and completing H.M.S. Morecambe Bay's easterly circuit of the world.



Atlantic gale 400 miles east of Bermuda

came on board and met the Ship's Company around about tot time. Everyone's cameras were very busy. Lex Barker—Lana Turner's husband, and one-time Tarzan—was also there on vacation.

Each day after working hours we sailed up to Kailua Bay, 12 miles north, where there was a small town and anchorage. The first evening an Officer's welcome committee of three ladies came on board and gave every-

jured. Happily, they have made good recoveries and are safely back in England after long spells in the American Naval Hospital in Oakland. Roy Venn was given a full Naval funeral, and lies in beautiful surroundings in the Green Lawns Cemetery outside San Francisco.

Long Beach

After a day at sea where pelicans and porpoises were always in com-

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W.R.N.S. NOTES . . .

Benevolent Trust

PORTSMOUTH Command Annual General Meeting of the W.R.N.S. Benevolent Trust was held in the Duchess of Kent Barracks on February 9, 1955. This year it was particularly honoured with the presence of the Commander-in-Chief, Admiral Sir George Creasy who Presided at the Meeting.

The Speaker, Miss A. McNeil, C.B.E. (Superintendent W.R.N.S. retired) gave a most inspiring talk on the work of the Trust. She emphasised the need for co-operation and support of all members of the Service in giving their voluntary subscriptions each year to the Trust.

Miss McNeil made a special appeal to both present and past members to support the Association of Wrens. Application forms can be obtained

from W.R.N.S. Unit Officers or from: The Secretary, W.R.N.S. Benevolent Trust, 73 Gloucester Road, London, S.W.7.

The W.R.N.S. of Portsmouth Command wish to thank the large number of Naval Officers and their wives who attended this Meeting.

C. & P.O. Wrens' Dance

A very successful dance was held on St. Valentine's night by the Senior Ratings of H.M.S. Victory, H.M.S. Vernon and the Royal Marines Barracks, Eastney. It was attended by Commodore C. L. G. Evans, C.B.E., D.S.O., D.S.C., and Mrs. Evans; the Captain of H.M.S. Vernon and Mrs. Grant and many other guests.

C.P.O. Wren Field, President of the Mess and her Committee are to be congratulated on the success of the evening, and particularly on the excellent food and attractive decorations.

Blood Donors

A unit of the Blood Transfusion Service visited H.M.S. Collingwood on February 2 and 3, 1955, when once again there were many donors from the serving W.R.N.S. ratings in this establishment.

Visitor from N.A.T.O.

H.M.S. Mercury were pleased to welcome Sub-Lieutenant Clair M. Gagnon, Women's Royal Canadian Naval Service. She arrived Monday, January 17, from N.A.T.O., Paris, and remained in H.M.S. Mercury for three days.

The uniform of the W.R.C.N.S. differs in many respects from that of the W.R.N.S., the main difference being its members wear gold braid instead of the blue which is the pride of the W.R.N.S.

Telegraphists

A draft of W.R.N.S. telegraphists will be leaving this country on March 1, 1955, for Malta, to assist with an exercise. They will be away for three weeks. H.M.S. Victory has selected four representatives to join this party, they are:

Ldg. Wren A. P. Jones
Wren E. D. Leng
Wren P. Winsor
Wren S. C. Dewey.

We send them good wishes for a pleasant journey and an interesting exercise.

Revue

Two W.R.N.S. Officers and seven W.R.N.S. ratings combined with members of Victoria Barracks Ship's Company and new entries in a revue, "The Harpists in Round (yet another) Bend", presented on February 21 and 22, by kind permission of Commander W. W. Muir, R.N. It was produced by Instructor Lieutenant H. C. Wood and the Reverend J. T. Bleasdale, R.N.

Church Parade

The W.R.N.S. Unit in R.M.B., Eastney took part in a Church Parade on January 23, 1955, when the Lord Mayor of Portsmouth visited this establishment and took the salute.

Badminton

The finals of the Inter-Unit Badminton Tournament were played on February 1, 1955, between H.M.S. Victory and H.M.S. Mercury, when Victory retained the cup for the fourth year in succession. The score being 136-134 points.

Inter-Command Badminton Championships

The Championships took place at R.N.B., Chatham, on February 18, 1955. The Portsmouth Command Team was represented by players from R.M.B., Eastney, Victoria Barracks, H.M.S. Mercury and H.M.S. Victory.

Last year's holder of the cup, Air Command, lost to Nore Command. Portsmouth Command despite some very hard fought games were unable to improve on last year's position and came third. The results were as follows:

1st Nore, 9 games; 2nd Air, 4 games; 3rd Portsmouth, 3 games; 4th Plymouth, 2 games.

Mr. Thompson, a Member of the Portsmouth and District Badminton Association, very kindly helped with coaching and arranging local fixtures for the W.R.N.S. teams.

H.M.S. Mercury and H.M.S. Collingwood

These two establishments combined in a mixed match against the Alverstoke Badminton Club at the Privett Boys' School on Wednesday, February 9, 1955. Result: H.M.S. Mercury and Collingwood, 5 games; Alverstoke Badminton Club, 3 games.

Inter-Unit Netball Tournament

The finals were played in R.N.B., Portsmouth, on February 2, 1955, between H.M.S. Victory and R.M.B., Eastney. After a very exciting and enthusiastic game the W.R.N.S. Unit, R.M.B., Eastney, retained the cup for the second year running. This small Unit deserves great praise on their hard won victory.

Score: 13 goals, R.M.B.; 8 goals, H.M.S. Victory.

The players of the winning team were: Leading Wren E. Hipkins, Leading Wren M. Petherick, Leading Wren M. Kane, Wren V. Dent, Wren S. Payne, Wren S. Jones, Wren M. Moore.

Friendly Wives

H.M.S. VERNON BRANCH

A SOCIAL was held in the Wardroom Annex of H.M.S. Vernon on Wednesday, January 26, at 2.15 p.m., with Mrs. J. Grant, the new chairman, presiding. Mrs. H. Wilkin, the Deputy vice-chairman, was also present.

After prayers were said by the Rev. W. H. Browne, and the singing of the last verse of "Eternal Father", accompanied on the piano by Mrs. J. A. Grace, Mrs. Grant said she was very glad to be the new Chairman of the Vernon Friendly Wives and was looking forward to the forthcoming meetings immensely. She added that the Friendly Wives could rely on her to give them all the help she could.

Games were then played, "Musical Envelopes", "Charlie Chaplin's Walk", "Musical Mat" and "Passing the Matchbox" being organised by Mrs. J. Riley, Mrs. L. V. Vass, Mrs. W. H. Walmsley and Mrs. P. Neate. Prizes were won by Mrs. A. Wait, Mrs. M. Bunn and Mrs. G. Graham.

During the playing of the games, Mrs. R. D. Hamilton-Bate gave expert Beauty Counsellor advice to many interested questioners, and Wrens Padgett and Pike kindly looked after and entertained about a dozen babies and children belonging to members.

Judging from the laughter and noise, it was a very popular afternoon.

At the next meeting, on Wednesday, March 30, Dr. Sylvia Lendrum, a psychiatrist, will give a talk on "The Teenager", and all Vernon or ex-Vernon wives of serving personnel will be very welcome if they would like to come along.

SOUTHEAST BRANCH

ON SATURDAY, January 29, Forrester's Hall echoed to the strains of dance music, when over 170 members of the Southsea Branch, R.N.F.U.S.W. and their friends attended their annual dance. The hall was gaily decorated with flags and coloured lights, which had been kindly lent by the Commodore, Royal Naval Barracks. A varied programme had been arranged, including old time and country dancing as well as the popular ballroom numbers, and there were prizes for competition dances. Chief Petty Officer Writer Turner of H.M.S. Victory kindly acted as Master of Ceremonies for the dancing. Refreshments, arranged and served by the catering committee, were provided at 9 p.m., after which the dancing was resumed with ever increasing vigour.

Womens' Inter-Service '22 Rifle Shooting Championships



Back Row: C.P.O. Martin, P.O. Wren Karn, 2nd Officer Williams, 3rd Officer Ritchie, Ldg./Wren Howard, Wren Robinson, Wren Hodgson, 3rd Officer Bolton-King, 2nd Officer Mottershaw, Ldg./Wren Corbett, Mr. R. S. Gibbs

Front Row: C./Wren Bruce, 1st Officer Harris, 1st Officer Foster Hall, 3rd Officer Newcombe, C./Wren Howard

February has been a month of many sporting activities, the high-light being the Women's Inter-Service '22 Rifle Shooting Championships. These were held Monday, February 14, in R.N.B., Portsmouth, between the W.R.N.S., W.R.A.F., and W.R.A.C. After a very close match the W.R.N.S. retained the Cup for the fourth year running and for the seventh time out of the total of nine championships. The final scores were:

W.R.N.S.	...	1544
W.R.A.F.	...	1541
W.R.A.C.	...	1525

The Silver Spoon, which is the award for the highest score, was won by Wren E. A. Robinson, serving in R.N.A.S. Yeovilton.

Commodore C. L. G. Evans, C.B.E., D.S.O., D.S.C., presented the Cup to the captain, First Officer E. Foster Hall and the Spoon to Wren Robinson.

porary kitchen on February 1, when Miss Baisley of the Southern Gas Board came and gave us a most interesting and instructive Cookery Demonstration.

She showed us how to make Hamburgers, which smelt and looked most appetising after they had been cooked and dished up with their accompaniment of peas and carrots tossed in honey!! We were then shown an Australian sweet dish called Huon Apple and Almond Meringue, and then we were let into the mystery of how to make Fudge which does not turn into toffee.

There was much competition after the demonstration to procure these delicacies to take home. Leaflets with all the recipes were also passed round to everyone.

At our next meeting on March 1, there is to be a gingerbread making competition, which Miss Baisley is kindly coming to judge.

In April we plan to have a Social afternoon. Any naval wives who would like to join our Branch will be very welcome to come to the Meetings on the first Tuesday of each month.

YOUNG OFFICERS' WIVES CLUB

THE YOUNG OFFICERS' Wives Club meet at the Nuffield Club on the first Thursday of each month, 3 p.m. to 5 p.m. New members welcomed. Write Chairman, Shanklyn Lodge, 7 Eastern Villas Road, Southsea—Portsmouth 31496.

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Have YOU a personal problem? . . . ASK JOHN ENGLISH

I AM in the Royal Fleet Reserve. Will you please inform me what blazer badge—if any—I am entitled to wear?

Outfitters in this area are unaware of any special R.F.R. badge.

In reply to your letter of February 3, I regret that there is no such thing as a Royal Fleet Reserve Badge.

I understand however that there is a badge for the Royal Navy Association, which you would appear to be eligible to join. If you are interested I advise you to write to the General Secretary, Royal Naval Association, 43 Lewin Road, London, S.W.16, who will put you in touch with the Secretary of your local branch.

Having read your column in the NAVY NEWS with great interest, I wonder if you could help me with a Service problem.

Having served seven years with the Fleet as a "Stoker Mechanic" I am now a Fleet Reservist.

During my active time with the Service I found myself unhappy and unfitted for the branch I was in, but was unable to transfer to another branch owing to the shortage of manpower.

I wondered if I could change my branch now, in the event of me being called to the Colours. I'm sure I could give better service and be happier in the "Fleet Air Arm" or some other branch of the service.

If this is possible could you please let me know the procedure in your column in the next issue of NAVY NEWS.

Hoping you will be able to help me.

I regret there is no provision for change of branch in the Royal Fleet Reserve and men are enrolled in the rating last held by them in the active service.

The only case on record in the Portsmouth Command is that of a R.F.R. Able Seaman who transferred to the Shipwright Branch after passing a trade test; the transfer took place, however, during recalled service when the man came under the normal R.N. regulations for transfer.

There is thus the possibility that, if you acquire the qualifications necessary for a different branch, you might be permitted to transfer to that branch

during active service after recall; clearly your hopes of transfer would be improved were you to acquire a trade which is applicable to a branch of the service.

My problem too is that I am liable to be invalided from the Service in a couple of months or so.

At present I am serving on a seven and five engagement with a previous Army service (2 years 210 days reckonable towards pension and badges, etc.). By the time you receive this letter I shall have completed 8 years 25 days reckonable service towards pension.

Now Sir, is there any gratuity, pension or any other entitlement under these conditions?

Date of release from this engagement would have been August, 1956, which would have made 9 years 210 days to count.

The cause of my stay in hospital is nervous breakdown and the Navy will eventually get me on my feet completely before leaving—so as you can see there is no grounds for real disablement.

Will be very grateful for your help Sir. I can't see, from what I gather, I'm entitled to anything, but the slightest help with the money situation in this position would be most useful.

Trusting this case will cause you no inconvenience.

Men invalided with insufficient service for pension can qualify for gratuity with a minimum of 5 years' reckonable service, at the rate of £10 for each year in excess of 5. Service under the age of 18 may count (but in this case the maximum gratuity may not exceed £50) Appendix to Navy List (December, 1954) Page 70, Paragraph 11).

Under the terms of Paragraph 4 of A.F.O. 2903/47 parts of a year may count for gratuity in invaliding cases, on the basis of 1/365th for each day.

Former Army or R.A.F. service does not count for gratuity.

In your case, I assume you entered the Navy on August 14, 1949, qualified for gratuity by August 14, 1954, and therefore that you are eligible for gratuity of 1/365th of £10 for each day from that date until you are invalided.

SUBMARINE ESCAPE TOWER

ON THURSDAY, February 17, the one-thousandth trainee completed his course in the "free ascent" submarine escape drill at Fort Blockhouse, as he broke surface in the 100 foot water tank which towers above the rest of the establishment there. With 50 men passing through the Tower each week, this is a milestone on the road to giving all the 3,500 men of the Submarine Branch something of the theory and practice of this newly adopted method.

This method requires only that one should take a good lungful of air and that while rising one should breathe this out evenly. The volume of air breathed in under the pressure at a depth of 100 feet would expand to four times the amount during the ascent and, if it was not released gradually as it expanded, might cause serious injury. To make things easier nose-clips, goggles and life belts can be worn, the life belts doubling the rate of ascent. The rather cumbersome breathing apparatus of the Davis method will shortly be dispensed with, although it will still be necessary to provide a source of pure air in the submarine while preparing to leave.

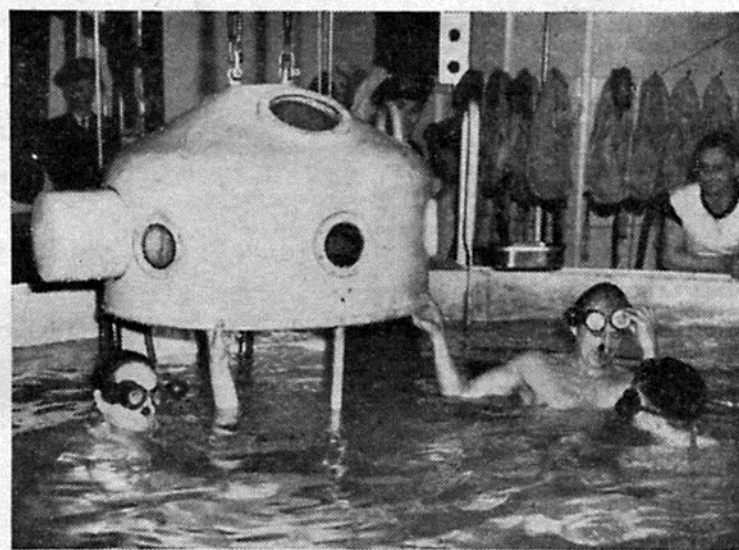
After instruction in the theory, and after a physical test in the compression chamber, to test the reactions of the ears to pressure changes, the training class does its first ascent. The pupil is carried down to a depth of 15 feet in a diving bell, in which he can stand with his head and shoulders in air, although the entire bell is submerged. He slips out from this and rises gently to the surface, accompanied by an instructor who makes sure that he is carrying out the drill correctly.

Next, with life belts on, the class go down together outside the tower to the 30 foot level, where they enter an air-lock. When this lock has been sufficiently flooded, the door into the tank is opened and, one by one, the members of the class pass into the tank. Here two instructors, maintaining their depth by controlling the amount of air in their lungs, are waiting to start them on their way, having first checked that each is breathing out at the right rate. On the way to the surface another instructor waits to keep them on a straight upward course, while another is at the surface to guide them to the ladder, so that the tank is soon clear.

From the top it is an extraordinary sight to see these instructors suspended at any chosen depth without apparent effort, rising and diving at will and then retiring into one of the small air blisters at the side of the tank to rest or breathe. Here is a new three dimensional aspect of easy movement.

The class makes ascents from 30 feet, 60 feet and finally 100 feet, each time watched over carefully by the instructors who are stationed at different depths, to give advice, reassurance or help as required.

Although this is only a two-day course, and a small part of the complete training for submarines' crews, it is found that they all, swimmers and non-swimmers alike, make the final 100-foot ascent with the greatest confidence.



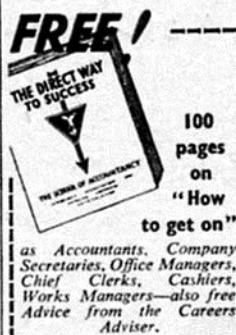
[Photo: Sport and General]

Submarine ratings wearing nose clips and goggles beside the diving bell at the top of the 100-foot Submarine Escape Tank at H.M.S. Dolphin, Fort Blockhouse

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MOTORING NOTES . . .

AT THE time of writing these notes the country is going through the throes of snow, frozen roads, floods, fogs, and all the tricks that Mother Nature can play to make the lot of the motorist much more interesting. A few remarks on motoring in Monte Carlo conditions are, therefore, appropriate.

In the first place I would make a rather dogmatic observation, that the recent weather has shown how inexperienced the so-called experienced motorist really is in difficult conditions. I make this statement from two points of view: (a) unpreparedness and (b) general driving ability.

Unpreparedness

In the motor trade we always have to think well ahead in order to cater for the varying demands of motorists throughout the year. For example, we always prepare for the demand for snow-chains which we know will arise with the first snowfall of the winter. Doctors and other essential road-users are our main customers, and it is surprising how few seem to be prepared in advance, although snow and ice are a seasonal occurrence. We likewise get rush demands for anti-freeze and engine heaters, although it may be recalled that I reminded the NAVY NEWS motorists about this in the November issue.

Driving

In his daily journey over Portsdown Hill and the more notorious Butser Hill, your correspondent has so far this winter experienced very nearly everything in the way of weather and road conditions, including floods.

Flood driving is probably the most difficult and a thing to avoid if at all possible, but there are some very simple rules for success. Firstly, the height of the exhaust pipe outlet from the ground is also the maximum depth of water which can normally be tackled. Secondly, use first gear only, necessary so that the exhaust gases

will blow the pipe free of water. Speed should be dead slow in order to avoid building up water in front of the car and flooding the engine compartment. Apart from this, other drivers will not appreciate your bow wave, which may well flood their engines. Finally, keep near the centre of the road and don't forget to test your brakes afterwards. Brakes are in any case likely to be snatchy and inefficient for several days after flooding.

As for snow and ice, fairy feet on the accelerator and a velvet touch on the steering wheel are the secrets of success. Use as high a gear as possible and keep the engine speed down. A low gear and too much engine power is invariably the cause of wheel spin, and results in an undignified halt with your tail in the ditch. It is always advisable to keep at least fifty yards behind the vehicle in front, and overtaking must be carried out very cautiously. The whole secret is anticipation, patience, and caution, and avoidance of over-steering. The experienced driver instinctively corrects a skid almost before it happens, and drives on the gridded surface rather than in the polished tracks of other vehicles.

A final word on snow and ice—do what the trials drivers do—let your tyres down to about 15 lbs. pressure.

Fog Driving

Fog driving, to state the obvious, is all a matter of visibility. It is surprising how many drivers make matters worse by driving with dirty wind-screens outside and with the screen misted up inside. Apart from avoiding these elementary mistakes, there are one or two useful dodges. One is to follow the catseyes in the centre line of the road, but do keep to the left of them or you may meet someone else going the other way doing the same thing. Another one is really ungentlemanly, but nevertheless useful and quite simple—let someone else lead. Personally I am always grateful

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to the chap who overtakes me in fog, as I merely dip my lights to avoid dazzling him and then sit on his tail. Heavy lorries are good leaders in this way, but be prepared for them to pull into transport cafés for a breather.

Winter Overhaul

If your car is laid up there are many things you can do ready for the spring. Why not take your wheels off and wire brush and paint underneath the wings, tidy up the carpets and upholstery, decarbonise the engine, have your headlamp reflectors replated, and so on. Self-help in this way, in slow time, can save you pounds in maintenance charges later, apart from preserving the value of the car when you wish to dispose of it.

A. E. Marsh.

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Sportsman of the month

LIEUTENANT (E) J. M. L. Dook joined the Royal Navy as a Special Entry Cadet from St. Peter's, York, in January, 1947. Whilst at the Royal Naval College, Dartmouth, his prowess at both hockey and rugby football soon became apparent and he represented the R.N.C. at the Public School Seven-a-side Rugby Tournament in April, 1947, before joining H.M.S. Devonshire for sea training.

After cruises in the Baltic and Mediterranean, where he excelled in all sports from rugby at Mers El Kebir to hockey at Corradino. Dook was promoted Midshipman (E) and appointed to the R.N.E.C. at Manadon followed by H.M.S. Duke of York and later H.M.S. Phoebe in the Mediterranean and the destroyer Broadsword.

After deciding to join the F.A.A., Dook was sent to the United States to be trained as a pilot. We have no doubt that had he played baseball, we may have seen him leading the "Brooklyn Dodgers" or the "Chicago Red Sox" on to the field of play and might well have lost his services to our own national sports!

In the summer of 1954, Dook was appointed to Lee-on-Solent and during his time at this Air Station he has excelled himself. At cricket he has played for the Home Air Command and woe betide the unsuspecting batsman who attempts the quick single when the ball is anywhere near John Dook.

The winter season has found Dook



torn between rugby and hockey. To begin with, he started to play hockey and was soon picked for the H.A.C. followed by a game for the Royal Navy. Having doubts about keeping his place in the Navy Hockey XI, he turned to rugby and was soon playing for U.S. Portsmouth and the H.A.C. More success was soon to follow when he was "capped" for the Royal Navy against the R.A.F. and later against the Harlequins.

His keenness and ability at all forms of sports sets a splendid example to all, and we wish him every success in his sporting career throughout the years ahead.

Commander-in-Chief's Commendation

JOHN HENRY GILBEE BROMLEY,

Official Number P/SMX 895872, Leading Electrician's Mate, H.M.S. Hornet

When H.M. R.C.B. 8201 was hit by gunfire on January 24, 1955, she caught fire and stopped. Owing to a slight swell only two ratings from H.M. C.T.B. 8101 managed to jump on board, one of whom was Leading Electrician's Mate Bromley.

Smoke was seen coming from amidships. Bromley jumped down the engine room hatch, removed the battery links and grabbed a fire extinguisher. On opening the forward hatch Bromley found that there was a fire in the radio control gear which was adjacent to the fuel tanks. Since a shell had pierced the fuel tanks and the bulkhead between the tank space and the radio control gear compartment, the open fuel tanks were exposed to a naked flame only two or three feet away.

With complete disregard for his personal safety, Bromley extinguished the fire, thus preventing an explosion and consequent severe damage to H.M. R.C.B. 8201.

I have commended him for his prompt and resolute action.

H.M.S. MONTCLARE'S TOW

MONTCLARE HAD been sitting in the Gareloch for about four months with fifty remaining of her ship's company when she started her tow to Portsmouth on Tuesday February 1. At midday she slipped and set forth at a promising six and a half knots with H.M.S. Warden and R.F.A. Enforcer towing, R.F.A. Envoy as spare tug and H.M.S. Feltar as escort to keep the way clear.

The outlook was promising, runs ashore in Pompey on Friday night were planned and the weatherman seemed benign and optimistic. By Wednesday evening we were between Holyhead and Dublin and two of our number chucked bottles over the side with messages. But our hopes were premature and on Thursday morning a gale warning was received for the Lundy area. It produced a short sea, rather uncomfortable for the tugs, and barely noticeable in the old Montclare, but enough to slow the party to four knots. By Thursday evening a calm, oily, swelly sea had given place to this gale and there was that peculiar feeling that something was in the air. Bigger and better blows were in store and Friday's weather forecast talked about "complex systems of depressions". Since the wind blew from the opposite direction to that expected from the position of the depressions there seemed to be some truth in it. The wind was south-westerly fine on the starboard bow and the ship lay to windward of the tow steady with about twenty degrees of port rudder making good about three knots. By tea time, the biggest and bestest blow had started. Severe gales were forecast. They came. At 2030 the wind was still south westerly and the course of the tow was 230 degrees; Montclare was heading about 200 degrees away off to port carrying thirty-five degrees of starboard rudder and still paying off to port in the heavy seas. The seas, with great curling tops, came rolling in from the open Atlantic and the cherubs were blowing at about force ten with frequent super efforts to twelve and possibly more. At 2050 the half expected happened, Warden's tow parted followed by Enforcer's ten minutes later.

Very shortly afterwards, Montclare was making good about two knots, 070 degrees—faster anyway than a few minutes before under tow and fast enough for a Saturday night run ashore in St. Ives, Cornwall—but sideways.

The roll was heavy, about 40 degrees each side which is a lot for a big ship. We tried to get her head or stern to wind and sea at first by rigging a sea anchor and a sail but neither was effective. The sail merely served to increase the roll to leeward and was soon unrigged. The sea anchor at least lay to windward.

After that failure we accepted the roll and set about making the ship more stiff. All upper deck gravity tanks were drained, a good bit of timber was dispatched from a high stowage for the ultimate benefit of Cornishmen and oil fuel tanks were filled with water from the Fire Main. By 0300, after six hours, the ship felt more comfortable although we were still rolling heavily and the seas and wind maintained their merciless beating.

While all this was going on, parties had been going round the various compartments to ensure that no water entered and that none of the heavy depot ship equipment was wandering about unsecured. On the whole, little came adrift; a lot of metal bars in the plate shop came away from their stowage, the servery cupboards fell over and the Main Naval Stores contents were laid out neatly in one battren number ready for destroying, but otherwise little happened. Wire had been used extensively for securing.

With the tugs, Enforcer got a wire foul of her rudder bar soon after parting her tow and Envoy was standing by her; Warden was preparing another tow, a long job in good conditions and a longer and dangerous one in these. One of her ship's company was seriously injured and two slightly.

By 0400 Warden was ready to pass her tow and so were we. She approached down wind and sea and stopped by our stern so that we were able to pass a heaving line. It was a magnificent piece of seamanship. But we were unlucky, the tow was about to be shackled on when the messenger holding it there parted.

That meant another hour or two while Warden recovered her tow.

By 0700, although the swell was still heavy, the weatherman's cauldron was coming off the boil. There was a definite easing of the gale and endless succession of squalls.

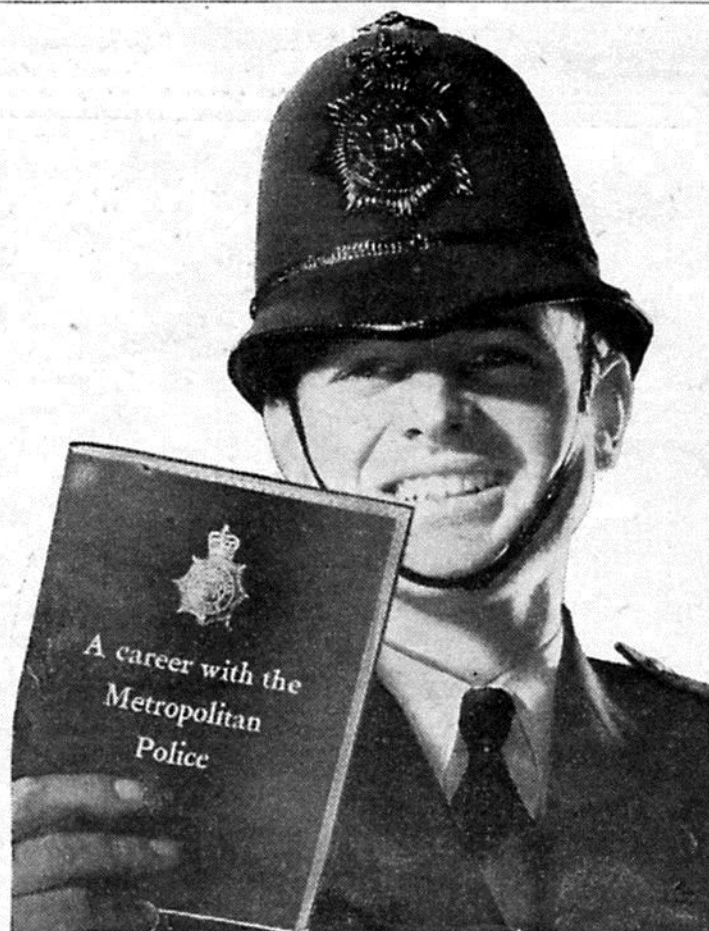
At 0800 Enforcer succeeded in passing another tow but was unable to shift us from across the sea, and so we continued to lie until at 1100, with Daring and Orwell in company, Warden away to the Scillies with her injured, and service and private aircraft in the vicinity, Enforcer's tow parted again after fracturing itself when it carried away a fairlead. However, conditions were far easier now and at 1300—Saturday now—Enforcer was taken on the port bow and Envoy on the starboard bow with the aid of helicopters. The first time we did this a man was lowered on a wire to take the line across but it was not so successful as the second time when a brick was lowered on a line and the messenger bent on and flown across.

We were now on the way again with the addition shortly afterwards of R.F.A. Superman on the port side abaft Enforcer and everything was going smoothly with the weatherman looking kindly upon us. At 1900 we spliced the mainbrace and proceeded quietly on the way round Land's End.

Sunday was sunny and calm until the evening when it began to blow from the South and we towed steadily to windward (Starboard) of the tow carrying 30 degrees of port rudder.

Early in the next morning, Monday, St. Catherine's Light on the Isle of Wight came in sight and our goal seemed at hand but an alteration of course put the gale force wind astern and approaching the Nab Tower a succession of wild uncontrollable yaws parted Enforcer's tow again. The cable party stood by to let go an anchor in case of emergency but a further alteration of course put the wind on the port side and we towed steadily up to Spithead with Warden and Envoy to anchor in 13 Berth at about 1400.

Three days later, after two unsuccessful attempts we proceeded up harbour with six tugs and secured alongside Pitch House Jetty after making a pass at Dolphin on the way through the entrance.



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NAVAL ESTIMATES 1955-56

THE ROLE OF THE NAVY IN AGE OF THERMO-NUCLEAR WEAPONS

THE DEVELOPMENT of weapons of mass destruction is the most recent of a long series of changes which the Navy has had both to meet and exploit throughout the centuries. In comparatively recent times the torpedo, the submarine, aircraft and radar have all affected maritime strategy and transformed warship design or fleet tactics.

The latest inventions may affect maritime warfare and alter the character of the forces needed to wage it but they do not diminish the need for navies. Indeed, for us who live on an island dependent on sea-borne supplies, the need for a navy is all the greater.

In peace-time, naval power plays a prominent part in supporting national policy overseas and in ensuring that our world-wide trade continues unmolested. In war, two outstanding qualities of sea power become even more evident; namely mobility and relative independence of land bases. In local wars—as recently in Korea—the sea and air power of the Royal Navy can be brought to bear quickly and effectively in almost any part of the world. But what of its role in a future war fought with the newest weapons of mass destruction?

If such a war were to come the role for navies remains clear. Their functions would be:—

- To search out and destroy enemy ships wherever they are, and by all means within their power to prevent the enemy from using the seas for his own purposes.
- To protect the communications necessary to support our warlike operations and to safeguard the supply lines of the Allied countries.
- To provide direct air support for operations ashore and afloat in those areas where it cannot readily be given by shore-based aircraft.

No one navy can undertake all these duties alone, but Great Britain is part of a closely knit naval alliance of Commonwealth and N.A.T.O. Powers, and together we can achieve these objectives.

As a part of our contribution to the allied navies of the future we see battle groups of carriers, guided missile ships and their escorts. These replace in effect the concentrated main fleets of past wars; they provide the strength upon which all other naval activities depend; they cover the manifold activities of the escort forces protecting our world-wide sea communications; and they provide a mobile offensive force which can be quickly deployed wherever it is required. By their ability to disperse and re-concentrate at will, they remain, in the thermo-nuclear era, both an elusive and a hard-hitting fighting force.

The Royal Navy requires, therefore, carriers operating the latest aircraft; powerful ships armed with guided weapons; escorts capable, in co-operation with carrier and shore-based air forces, of providing protection for our shipping; submarines and amphibious forces; and minesweepers to keep the sea lanes clear for vital supplies. All of these ships must be well equipped and efficient and maintained in a high state of readiness.

We have already made long strides towards meeting the need for modern carriers. We have for some time been clear about the design of our smaller ships, which are coming forward in large numbers. Now, after a thorough study by our sailors and scientists of the conditions and developments we shall have to face, we can see sufficiently clearly the lines on which we should build ships to take the place of the conventional cruisers. We are therefore able to embark upon a programme of building and re-equipment, the main lines of which are indicated below.

THE COMPOSITION OF THE FLEET TODAY

The fleet carrier is the most powerful vessel the Navy has in service; she is armed with squadrons of aircraft which can defend our ships



H.M.S. Centaur, with angled deck, and H.M.S. Albion, who also has deck-landing aid, two of the Navy's latest light fleet aircraft carriers, turning into line to steam past H.M.S. Surprise during a demonstration at sea when Admiral Mountbatten left Malta

against surface, air and submarine attack, destroy the enemy submarines and aircraft at sea or at their bases, attack shore targets and in certain areas support Army operations ashore. The modern carrier embodies the three British inventions, the angled deck, the steam catapult, and the mirror landing device, which are now being adopted by the navies of other N.A.T.O. countries. So equipped, a carrier can operate the latest types of aircraft, including those capable of delivering the atomic bomb.

In the coming year, the operational Fleet will include the heavy carriers Ark Royal and Eagle, and the light Fleet Carriers Albion and Centaur, while Bulwark will be engaged on aircraft trials and training. These ships will make up the fists of the Fleet and provide it with a formidable punch.

In war, as I have said earlier, carriers will form battle groups in which they will be supported initially by cruisers and then by guided weapon ships. The peace-time tasks of the Navy, which in the past have been largely undertaken by cruisers, still remain. I will explain later how we visualise the cruiser of the future; those we employ today have proved, and are proving, their worth in peace and in war.

To supplement the work of the carriers and cruisers in keeping the sea routes open, we have various types of escort vessels. Chief among these are the ships of the Daring Class, the finest escort vessels in existence. They are powerfully armed and capable of attacking heavy ships with torpedoes, destroying light forces, sinking submarines, and contributing to defence against air attack. The Darings are fulfilling our highest expectations.

Bitter experience has shown that in war it is impossible to have too many destroyer or frigate escorts, and they also make an important contribution in peace as the roving protectors of this country's interests throughout the world. We have therefore for some time been building and modernising ships of these types.

We have been especially active in recent years with the design and construction of other small ships, particularly submarines and minesweepers; and there are new methods of propulsion which add greatly to the speed and range of the submarine. I have dealt above in broad terms

with our existing Fleet. Later, I set out the strength of the Fleet, showing clearly that we still have, broadly speaking, a sound nucleus of strength both for the Royal Navy's own tasks, and for those which it shares with the Commonwealth and N.A.T.O. countries. But the point has now been reached when a substantial programme of replacement is essential. In the following section I show what form our future efforts will take.

BUILDING THE FLEET OF THE FUTURE

After the Second World War no large ship-building programme was contemplated, partly because of the need to free the slipways for merchant shipping, so urgently required to restore the trade of the country, and partly because many ships laid down in the war years were still upon the stocks. Because of this, even the best of the cruisers, destroyers and frigates in service today date back to the war years; and the average age of the Fleet as a whole is too high for its general health and the present-day demands on it.

When rearmament started in 1950 particular attention was given to the need to build up anti-submarine and minesweeping forces, and to expand the Fleet Air Arm. Because of the international tension at that time, priority in naval construction was given to work which would show quick results. The carriers and Daring Class ships laid down under earlier programmes were therefore pressed forward as quickly as possible, and a large programme of modernisation and conversion of ships, and a much increased building programme were started. The result is that five carriers, eight Daring Class ships, about 90 new minesweepers and 27 destroyers, converted to function as fast frigates, have already joined the Fleet and the first of the new frigates should join this year.

From the new construction programmes of recent years we are completing the carrier Hermes and three Tiger Class cruisers, 26 frigates and another 100 small minesweepers. The carrier Victorious and the cruiser Royalist are being modernised; six destroyers are undergoing conversion

to frigates, and other destroyers are being modernised. The destroyers converted to frigates are being equipped with up-to-date radar, gunnery equipment, and an improved type of anti-submarine mortar. A number will be less fully converted, but they will still be a most useful and serviceable addition to our convoy escort forces. The modernised destroyers will have up-to-date gunnery, radar and anti-submarine equipment, and anti-submarine mortars.

So we shall shortly have a Fleet containing a strong force of new or modernised carriers. In the Fleet escort class we have the new Daring Class ships, a mixture of old and new frigates, and a strong force of up-to-date minesweepers. But our cruisers, as has already been said, are getting on in years.

This forecast of the sort of Fleet which our past programmes are giving us shows very clearly the gaps that must be filled in the years ahead. I give below some account of how we propose to set about filling them.

The Guided Weapon Ship

The guided missile, and its associated equipment, are now far enough developed for the Admiralty to feel confident that they can proceed with the design and construction of operational ships, to replace our ageing cruiser fleet, and to make use of this powerful new armament. The guided weapon ship is revolutionary and will, we believe, effect changes in certain types of naval warfare comparable to that once brought about by the introduction of the Dreadnought.

The first operational ship application of the guided missile will be a purely ship-to-air weapon. But a system will be developed in the years ahead capable of operating a ship-to-ship weapon from the same equipment. In the first instance therefore, the guided weapon cruiser will be armed with a ship-to-air guided weapon system of great lethality, which will very much improve our ability to defend ourselves against air attack even by the fastest modern aircraft; and a gun armament for surface gunnery, bombardment and to supplement anti-aircraft fire. The ship will be so designed, however, that this gun armament can be replaced by the ship-to-ship guided weapon system when this becomes available.

The Carrier Programme

We intend to complete both Victorious and Hermes, with the angled deck and steam catapult. Some account of the aircraft to be operated from our carriers is given under the heading of Fleet Air Arm later on.

Cruisers

To help close the gap before the guided weapon ships come into service, we have decided to complete the three Tiger Class ships with their modern gun armament. For the same reason we intend to undertake certain modernisation in the best of those cruisers now in commission.

Escorts

We propose to order two fleet escort ships which will embody the newest developments in the destroyer field.

A number of frigates of specialised types are now being built. Some are designed as anti-submarine ships, some for anti-aircraft and others for aircraft direction duties. We still need more of these specialised ships, expensive though they are, but in order to be as economical as possible we propose this year to build also a class of general purpose frigate capable of anti-submarine protection, anti-aircraft protection, and aircraft direction. In all we plan to order eight more frigates in 1955-56.

Minesweepers

We propose to order a further ten coastal minesweepers.

Reserve Fleet

It has been the policy in the past to keep a large fleet of ships in reserve in various states of readiness. This policy has been re-examined. Although the Reserve Fleet ships have been dispersed to some extent, they may well attract attack by nuclear weapons in the opening stages of a war, and it is imperative that as many ships as possible should be ready to be manned and taken to sea at the outbreak of war. The emphasis will now be put on increasing the proportion of the Reserve Fleet which is to be maintained at the highest standard of readiness.

Maintenance of the Fleet

Special measures are required to bring these units of the Reserve Fleet

(Continued on page 10)

SUPPLY AND SECRETARIAT BRANCH

Foreword by Vice-Admiral (S)

**M. H. ELLIOTT, C.B., C.B.E.,
DIRECTOR-GENERAL**

IT IS a far cry from the "Clerk" of the King's Ships of the 14th century to the Supply Officer of one of Her Majesty's Ships today. The varying titles which the "Pusser" has held through the ages—Bursar, Purser, Purser and Paymaster, Paymaster, Fleet Paymaster, Paymaster-Commander, Commander (S)—give some indication of how the duties and responsibilities of the Supply Branch have changed and increased.

In the Middle Ages the Bursar was one of the few men on board who had mastered the three "R's", and so became the ship's "man of business". In addition to this, he was the shop-keeper and, certainly as long ago as the days of Elizabeth I, he had to pay handsomely for a "snug Bursary". He kept the bulk provisions and such of the stores as were not in the custody of his fellow "standing-officers"—the Boatswain, the Gunner and the Carpenter. "Slops" were introduced in 1623. Since the Purser drew no pay but lived on commission on the ship's business, as well as what he could make out of the sale of clothing and general stores on board, he was for many years (no doubt with justification in many cases) a target for criticism and suspicion. Pepys remarks that "a Purser without professed cheating, is a professed loser".

Largely due to his own efforts the system of regular pay, as opposed to payment on a commission basis, was introduced in 1843 when the foundations of the modern Supply Branch may be said to have been laid.

Pursers were employed as Secretaries to Flag Officers, on a rather unsatisfactory basis, certainly as long ago as the 18th century, and it was not until 1814 that their position as such was regularised.

The following article gives a good idea of the work of the Supply branch today and how it is associated with the welfare, comfort and well being of the Ship's company—and indirectly of their dependants.

IN RECENT months we have read of the various weapons and latest equipment in use in the Navy and of the men who make these work. Now let us see how these men are fed, clothed and paid; how the stores needed by the ship are provided; and how the letters are written and the records kept.

Most of all this work is done by men of the Supply and Secretariat Branch but, because it is work common to every community, everyone finds himself helping. Who in the Navy has not handed out a pay envelope, or drawn a store from a dockyard, or written a service letter, or cooked a meal? Samuel Pepys, the great Navy Secretary, once remarked that "of all the mysteries appertaining to the Navy, none was greater than that of the Purser's trade." If pursering is still a mystery, it is everyone's mystery.

There is an urgency about the work—people have got to be fed at meal times and paid on pay days—and this urgency is perhaps at its height when a ship commissions.

Ship's Company Galley

Take a look into the galley on commissioning day. The Chief Petty

Officer Cook (S) has a staff he has not met before, complicated equipment which must be in working order, and hundreds of utensils all of which must be present in their proper places. At noon he is expected to provide a three-course hot meal for perhaps 1,200 men. It is not difficult to cook a hot meal for one person; but to provide a hot meal for 1,200 requires talent and to do so successfully on commissioning day requires a kind of ruthless genius that is fortunately to be found in Chief Cooks.

The Naval cook is a baker as well, master of two distinct trades. He is a good baker, as the Greeks learned in the earthquake last year, and as Scottish Highlanders learned not long ago when loaves from H.M.S. Glory's bakery dropped from the air upon the snow beside their crofts.

The Chief Cook's work does not stop at dinner; he has supper to think of, and a watchkeeping list to make out so that there will be cooks about in the morning watch to prepare the breakfast. He has much to supervise: it is easy for a youngster to make a mistake in cooking; and particularly so in the first few days. It is also easy to complain about food; and difficult to remember that for one bad breakfast there will have been hundreds of good ones. (In the sixteenth century the day's ration was 1½ lb. of biscuit, 2 lb. of meat (generally aged and salted) and a gallon of beer. This is much meat; and an almost adequate amount of beer; but it is perhaps fair to claim that we do better now).

Officers' Galleys

All this time the Chief Petty Officer Cook (O), with his smaller party, has been on the same exacting job in the wardroom or the admiral's galley. He has fewer to cater for but the work is often more finicky. Ships that visit foreign ports must entertain and this means hard work and late hours for the wardroom and admiral's cooks. The entertainment of local notables requires a high culinary standard, and our Naval cooks (O) produce work of the standard of the best chefs ashore, in spite of the handicaps of confined space and of having always to remember damage control and specialised fire-fighting arrangements.

Hotelympia

The organisers of the annual national catering exhibition at Hotelympia in London, with its displays and cookery competitions, are always enthusiastic about the Naval competitions held there between the three home ports. The exhibits compare well with those of the other experts, and the Naval ratings, with their smart appearance and bearing, make their very special mark.

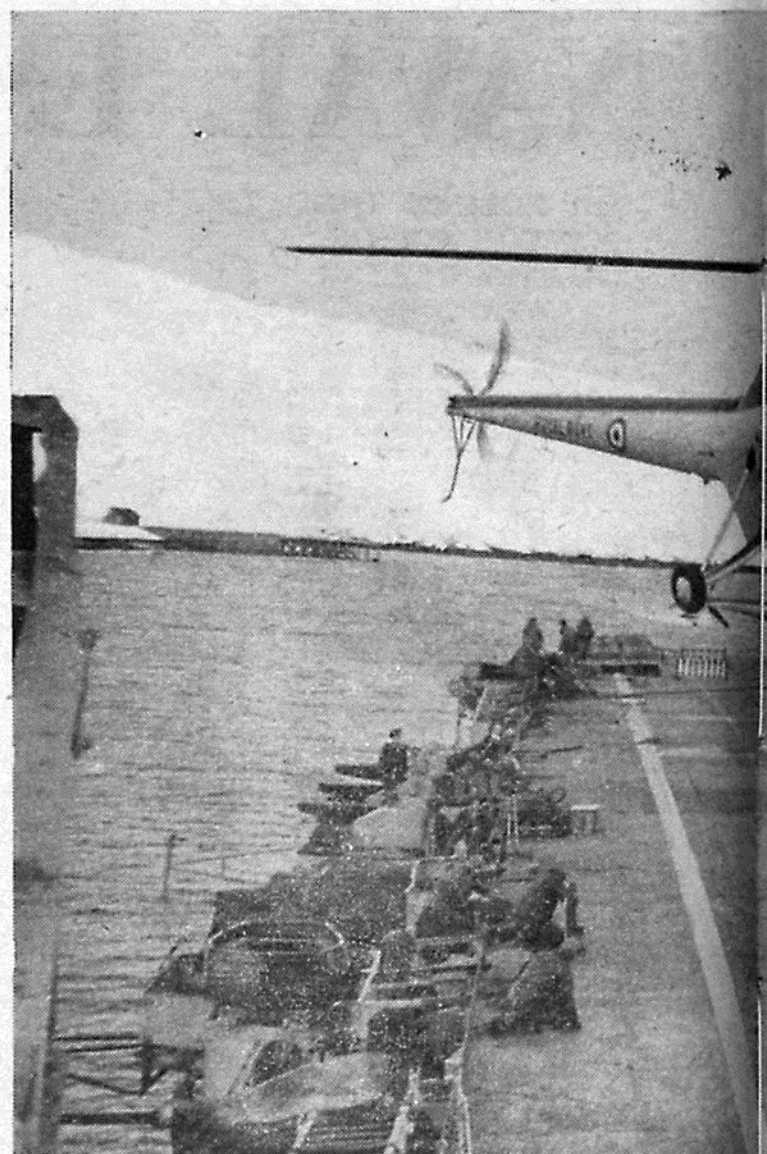
Stewards

Just as the cooks have a trade which is also a trade ashore, so do the stewards. The young steward spends much of his time waiting at table, working in the pantry, and looking after cabins—and what family man will suggest that these are not skilled occupations? But when he grows older his real responsibilities begin, for he becomes caterer and accountant, and, as a Chief Petty Officer or Petty Officer, a man capable not only of taking charge of a large body of men but of a body of men working awkward hours on a great variety of tasks, all made urgent because (and here he is in company with the cooks) man is a busy animal who

likes his meals regularly. The C.P.O. Cook (O) and the Chief Steward, whose wardroom or admiral may expect to entertain V.I.P.s. all over the world, have positions of trust and responsibility.

Victuallers

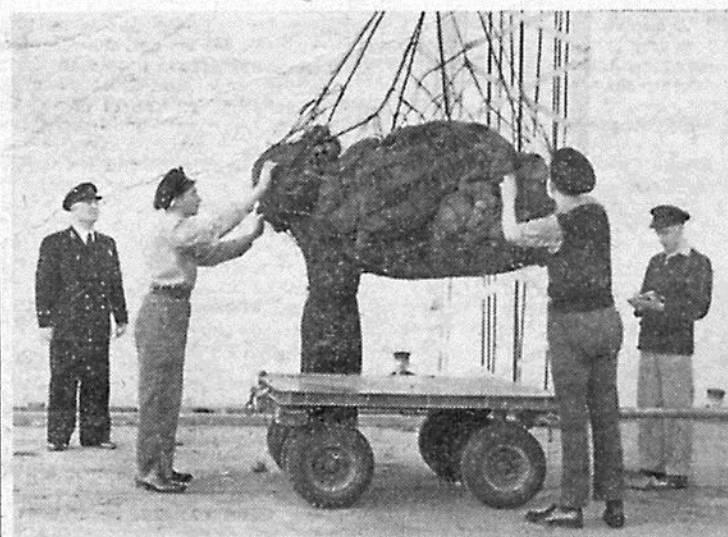
On the door of an aircraft carrier's victualling office there was once a notice which said: **THEY ALSO SERVE WHO ONLY SIT AND VICTUAL.** The Stores (V) ratings who put this up were not fair to themselves. One cannot victual from the sitting position. From our imaginary commissioning, the Stores Chief Petty Officer (V), as well as getting his demands for four months' provisions and clothing written up and away to the yard in good time beforehand, has the stowages of his store-rooms—refrigerator, flour stores, vegetable lockers, slop room, and the rest—to supervise. His stores are often perishable, and he has to watch temperatures and ventilation; and like everyone else he has to remember damage control. Throughout the commission it is the Stores Chief Petty Officer (V) who shares with the Chief Petty Officer Cook (S) the task of feeding the ship's company successfully without "spending" (it's all on paper—no cash) more than the Admiralty allows per man per day. He and the Chief Cook work out the weekly menus together; he brings up from his storerooms the provisions required; and the Chief Cook then prepares the meals. Jack Dusty has



OPERATION SNOWDROP—Stores ratings at work



Stewards preparing for a meal in a modern wardroom at sea



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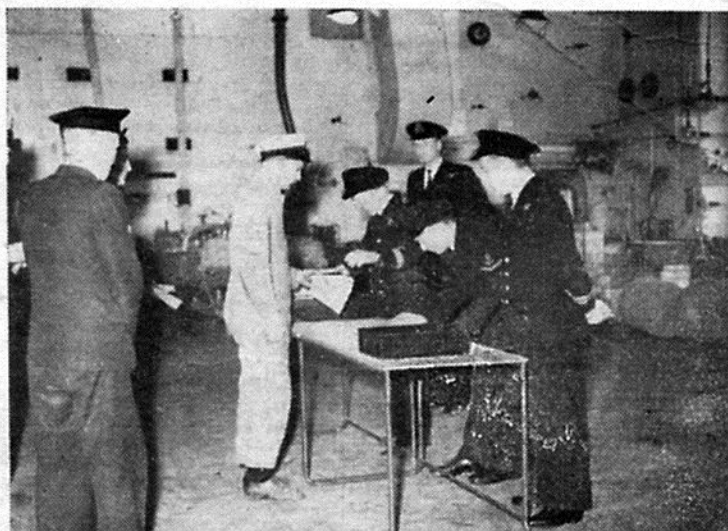
The Mobile Clothing Shop takes its wares alongside the small ships who have no store of their own

got to get his accounts away to Admiralty regularly; his food up from his storerooms every day; his clothing sold and the right money taken; and he has to look ahead, all the time, to see that he does not suddenly find that the ship is in the middle of the Atlantic without spuds; or, dirty thought, in the middle of the Pacific with no herrings-in.

Stores (S)

Until a few years ago there was only one kind of stores rating. Now, on account of the immense spread of electronics and aviation, we have two; the victualler for the food and clothing, and the Stores (S) rating for the Naval stores. On commissioning, the Stores Chief Petty Officer (S) must make sure that some six months' stock of every type of store—from the ship's boat to split pin—has been embarked. He deserves sympathy: an aircraft carrier will have over 20,000 different kinds of article, a frigate as many as 5,000; and whenever the type of aircraft changes, or a radar set or the like is replaced by another type, spares must be landed and new spares embarked. This means much paper-work. No staff could memorize the whereabouts of 20,000 different

kinds of store and so the name and stowage of each is written down; and when it is moved, or broken or consumed, another note is made. An aircraft carrier is only half an aircraft carrier if half her aircraft are



Pay and Victuals—the twin pillars of contentment. Accuracy and up-to-date ledgers are essentials here

grounded for want of a particular, perhaps tiny, spare part. So that if the Stores Chief Petty Officer (S), his desk thick with stores vouchers, looks up and asks you to sign for a pin-nace, or what you've done with those binoculars, try to refrain from telling him what he may do about it. In the days of sail, a ship had ropes, canvas, paint, timber and little else. She has more than that to-day, and it has all got to be on board on commissioning.

Pay

Having fed and stored ourselves we may now turn to our pay and how we can ensure, when the ship commissions and sails away, that money from this pay will safely reach our families. The writer ratings in the pay office arrive a few days early, to find themselves confronted by piles of draft orders and pay transfer forms. From these they compile the ship's pay ledgers, name by name and detail by detail. This must be complete by commissioning day and by the next pay day they must also have worked out the fortnightly rate of pay for each man separately. There is no short cut past the exacting arithmetic of this: kit upkeep allowance, grog money, allotments (the ones we make to our families and elsewhere), national insurance, income tax—all have to be calculated proportionately. This intricate business is in strong contrast to the old, old days when the question of pay did not arise until the ship finally paid off, when even then all the man got was a voucher officially cashable only in London, days of travel away.

As with the food, we are better off now. Nevertheless, although the need to make correct payments promptly is obvious, the problem of making them, to men who move about all over the world, is not often so quickly recognised. The Admiralty are much concerned with steps to avoid the delays of the last war, when men's pay accounts failed to catch up with them, sometimes for years on end. Improvements were introduced in September and more follow next month. For most men the evidence of the start made in September will have been the personal receipt of a full statement of account for the quarter that ended on 31st December, 1954; these will be issued every quarter in future; and will also go with the man to his new ship at the time of his draft. They are indeed, not a copy from the ledger, but the ledger account itself.

Post Office

The pay office also functions as a post office. If the ship is to serve abroad there will be very little business transacted in a shore post office that is not undertaken by the ship's pay office; in home waters within reasonable reach of a shore post office, the facilities are restricted to depositing money in the P.O.S.B., or allotting to it monthly (perhaps the least painful way of saving money).

It is in the pay office also that the ship's supplies of stationery are arranged. If you see two writers staggering down a hatch with a heavy packing case, do not be astonished; that was the material for six months' daily orders not yet written.

Letters and Records

Our next visit is to the Captain's Office and the other half of the writer staff. These will have joined a day or two before commissioning and, like their colleagues in the pay office, they will have had to study the masses of draft orders, in this case to see that a service certificate, with all its enclosures, has arrived for each man.

(The draft orders, incidentally, will have been prepared by other writer ratings ashore, for, under the drafting officers, the drafting office is entirely manned by men (and Wrens) of the writer branch). Then the scheme of complement provided by the Admiralty must be compared with the list of men coming, to see if the ship is anywhere short of complement. Simultaneously a filing system for the correspondence must be designed and the many returns required from a ship commissioning must be prepared. There will be letters to be drafted and typed, programmes to be drawn up, and all the multifarious business that results from collecting hundreds of men together in a metal box full of powerful machinery and delicate instruments. What happens when a man is advanced, or machinery works well, or when someone misbehaves himself or a machine breaks down? What happens when someone has an idea, or disagrees with someone else's idea? What happens when *anything* happens? As far as the captain's office is concerned the answer is: a letter is written.

Admiral's Staff

On commissioning day the captain will have made his signal reporting the ship commissioned to the flag officer under whose administration the ship will now operate. In the flagship we shall find a writer staff that dispatches immaculate letters from a busy and complex admiral's office, containing the elaborate filing system that serves the operational, technical and administrative staffs of a modern Naval fleet or squadron. The many classified documents add to the responsibility taken by these writers and in the last few years, billets with N.A.T.O. and other allied commands have enlarged the variety and the interest: there is a Portsmouth Chief Petty Officer Writer at Fontainebleau, for example, in charge of an office of United States, French and Dutch "writer ratings", where 30 per cent of the letters are in French. It is all right: he learnt a little French at school.

Officers

In the biggest ships and establishments, and in the more massive offices and supply organisations, there is a Commissioned Writer, Commissioned Stores Officer, Commissioned Cookery

Officer—or Commissioned Catering Officer. Like all other branch officers, he is the true expert in his field, and a comfort to everyone who happens to be there in the field with him.

All these diverse supply sub-departments of the ship are under the charge of the supply officer. Because they are diverse, his experience is wide: victualling, pay, stores, secretary, the law (there are always barristers-at-law among them) and staff duties. It is an odd collection of subjects but then pussering, like both Topsy and the British Constitution, has just grown up over the years and centuries—and is none the worse for it, and may be the better.

The Day-to-Day Business of the Navy

As far as supply duties are concerned, the ship is now commissioned. Because this is a Navy, an imaginary ship has been used as background, rather than a fleet establishment or air station and this has meant that we have not come across many Wrens. But the same work, much of it done by the Women's Royal Naval Service, does of course go forward ashore—and almost as urgently. Because our attention has been directed to the day-to-day business of a sea-going ship, we have not looked closely into H.M.S. Ceres, at Wetherby in Yorkshire, where all supply branch ratings receive their Part I and Part II training and which is the Navy's sole representative in Yorkshire and other Northern counties. And also, because this article is about the Supply Branch the emphasis has been upon supply duties as performed by the men of that branch. But, as we recognised at the beginning, much of the supply work of the Navy is done by long-suffering members of other branches. The engineer officer and the electrical officer are the storekeeping officers in the ships without supply officers; in some frigates the coxswain does the victualling; and so on. Who is there in the Navy who has not often been cornered into performing a short burst of pussering? Who is it, for that matter, who actually heaves the stores inboard? The Supply Branch is a good illustration of the fact—and it is one that sometimes needs ramming home with loud oaths—that the Navy is not just a collection of branches; it is a Navy.

A. H. B.



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Naval Estimates—continued

to a higher standard of readiness than they have been kept at in the past, and their maintenance will be carried out principally in private shipyards. In addition an increase of effort is needed, and will be needed for some years to come, in order still further to improve the standard of maintenance of the Fleet as a whole. It will be possible to devote a higher percentage of Dockyard effort to the upkeep of the seagoing Fleet, as the maintenance of the Reserve Fleet is put out to contract. Steps to these ends have already been taken and financial provision for the necessary work has been made in the Navy Estimates for 1955-56.

THE MANNING OF THE NAVY

The need of the Navy to recruit and retain regular ratings on long engagements is of critical importance to the nation. The Navy today offers a good career to the able and alert young man, both on the lower deck and from the lower deck to commissioned officer. Yet the manning position is not satisfactory. The Admiralty have full confidence in the quality of the men in the Navy today and of the new men coming forward. Unfortunately there are not enough of them: not enough recruits and not enough men staying in for longer engagements. Last year I warned the House of this threat to the Navy's manpower. In spite of what we have done, the position is no better.

Probably the main cause is the greater competition which the Navy faces from industry and other forms of civil employment. The outside world offers great prospects of success today to men of the very kind the Navy wants. Moreover, men marry younger than they used to, and look for a settled home life much earlier in their careers. Inevitably, in a time of full employment, the more opportunities there are on a family's doorstep, the less likely is the young man to go to sea, or to remain in the Navy.

The Admiralty have been, and are, constantly engaged in improving the conditions of service in the Navy, while preserving all that is best in Service life. In recent years a great many changes have been made to improve the lot of the sailor. Last year the system of general service commissions was introduced. This has two great advantages: it aims at keeping a ship's company together for the full period of an 18 months' commission, with all the benefits which that brings to the communal life of a ship; and it reduces by a year or more the longest period of separation from families through service overseas. We are making steady progress in the provision of married quarters, of which the Navy had none before the war. Accommodation afloat is being continuously improved within the obvious practical limits; and accommodation ashore is also made more attractive as far as resources allow. Various improvements have been made in the regulations for families abroad—for example, the introduction of free journeys for school children to visit their parents overseas. At the same time rates of pay have been improved (with special emphasis on longer engagements) and an allowance has been introduced for those serving on board ship in expensive parts of the world, so that they are compensated for their liability to pay the same high prices when they go ashore as their fellows living there.

Clearly, living conditions on board ship, and particularly in men-of-war, cannot be brought to the same standard of comfort and amenity as homes on shore. Clearly too, some degree of disturbance and of temporary separation from the family is inevitable. Fortunately for the country, the variety, the movement and the robustness of naval life still hold attractions for many of our young men. The Admiralty will continue to do everything in their power to impart to life in the Navy as wide an appeal as possible.

FINANCE

The cost of the naval services outlined in this statement is estimated at £391,550,000 gross, or £11,750,000 less than the current year's programme. The reductions are mainly in the Votes for victualling and clothing, matériel and ammunition and are offset by increases on the personnel Votes, naval and civilian, due to increases of pay. Some further rundown will be made in the level of reserves of matériel including oil fuel.

Receipts are expected to reach slightly over £51,000,000. Mutual defence assistance from the United States of America is estimated at £6,500,000 as compared with £14,000,000 in the current year, but some additional United States aid will be provided in support of the research and development programme. A considerable increase is expected in receipts on account of supplies and services rendered to other Governments, principally from Commonwealth and N.A.T.O. countries. These supplies and services are, of course, also reflected in the gross expenditure of which about £19,000,000 will be for repayment services of this nature. The total receipts from this source, and from sale of existing ships, are expected to exceed by some £5,000,000 the current year's level.

As in former years account has been taken of possible underspendings on contract work, etc.

The net sum which Parliament is asked to grant is £340,500,000 which is £12,500,000 less than the grant for 1954-55.

THE STRENGTH OF THE FLEET

N.B.—Survey, Supply and Depot ships and small ancillary vessels are not included.

During the coming year the fighting ships of the Fleet will be deployed as follows:—

A. Ships in the Operational Fleet, or preparing for service with it

- 1 BATTLESHIP—Vanguard (a).
- 2 FLEET CARRIERS—Eagle, Ark Royal.
- 2 LIGHT FLEET CARRIERS—Centaur, Albion.
- 9 CRUISERS—Sheffield, Bermuda, Jamaica, Glasgow, Gambia, Superb, Newfoundland, Birmingham, Newcastle.
- 7 DARING CLASS SHIPS—Daring, Delight, Defender, Diana, Duchess, Diamond, Decoy.
- 22 DESTROYERS—2 Weapon Class, 7 Battle Class, 13 C Class.
- 30 FRIGATES—8 Anti-submarine (converted), 8 Black Swan Class, 9 Bay Class, 5 Loch Class.
- 1 FAST MINELAYER—Apollo.

- 43 SUBMARINES.
- 32 MINESWEEPERS—11 Ocean, 12 Coastal, 9 Inshore.
- 26 COASTAL CRAFT—12 Fast Patrol Boats, 14 Seaward Patrol Craft.
- 7 LANDING VESSELS—1 Landing Ship Headquarters, 2 Tank Landing Ships, 4 Tank Landing Craft.

B. Ships engaged in Trials and Training

- 1 LIGHT FLEET CARRIER (employed in flying training)—Bulwark.
- 3 LIGHT FLEET CARRIERS (employed in non-flying training)—Triumph, Ocean, Theseus.
- 1 CRUISER—Cumberland.
- 3 DESTROYERS—Vigo, Savage, Obdurate.
- 22 FRIGATES—11 Anti-submarine (converted), 2 Black Swan Class, 2 Loch Class, 7 Castle Class.

(a) Undergoing an extended refit prior to re-commissioning.

- 23 MINESWEEPERS—2 Ocean, 5 Coastal, 16 Inshore.
- 4 COASTAL CRAFT—4 Fast Patrol Boats.
- 1 TANK LANDING SHIP.

C. Ships in course of construction (excluding small submarines)

- 2 LIGHT FLEET CARRIERS—Hermes, Majestic (a).
- 2 LIGHT FLEET CARRIERS (construction suspended)—Hercules, Leviathan.
- 3 CRUISERS—Tiger, Blake, Defence.
- 26 FRIGATES—4 Anti-aircraft, 4 Aircraft Direction, 18 Anti-submarine.
- 2 SUBMARINES (excludes those not yet launched).
- 94 MINESWEEPERS—58 Coastal, 36 Inshore (b).
- 10 COASTAL CRAFT—6 Fast Patrol Boats, 4 Seaward Patrol Craft.

D. Ships at present in Reserve or undergoing extended refit, modernisation, conversion, etc.

- 5 FLEET CARRIERS—Victorious, Illustrious, Implacable, Indefatigable, Indomitable.
- 2 LIGHT FLEET CARRIERS—Glory, Warrior.
- 14 CRUISERS—Royalist, Ceylon, Diadem, Cleopatra, Kenya, Mauritius, Argonaut, Belfast, Dido, Euryalus, Phoebe, Sirius, Swiftsure, Liverpool.
- 4 BATTLESHIPS—Anson, Howe, Duke of York, King George V.
- 1 DARING CLASS SHIP—Dainty.
- 57 DESTROYERS—Obedient, 5 Milne Class, 5 Napier Class, 2 Wager Class, 8 Zealous Class, 17 Battle Class, 2 Weapon Class, 12 C Class, 1 P Class, 2 T Class, 2 V Class.

(a) To be transferred to the Royal Australian Navy on completion.

(b) Excludes seven building for N.A.T.O. countries.

- 115 FRIGATES—8 Anti-submarine (converted), 36 Hunt Class, 14 Black

- Swan Class, 1 Bittern Class, 10 Bay Class, 14 Loch Class, 15 River Class, 17 Castle Class.

2 FAST MINELAYERS—Ariadne, Manxman.

14 SUBMARINES.

- 165 MINESWEEPERS—50 Ocean, 64 Coastal, 51 Inshore.

- 42 COASTAL CRAFT—30 Fast Patrol Boats, 12 Seaward Patrol Craft.

- 58 TANK LANDING VESSELS—28 Tank Landing Ships, 30 Tank Landing Craft.

NAVAL SHIPBUILDING, MODERNISATION AND CONVERSION

Progress with the construction of the principal types of new ships for the Royal Navy, during the financial year 1954-55, is summarised below:—

Ships under construction on 31st March, 1955; (the figures in brackets, which are included in the totals, show the numbers launched, or to be launched, by that date):

AIRCRAFT CARRIERS ...	4	(4)(a)
CRUISERS ...	3	(3)
FRIGATES ...	26	(12)
SUBMARINES ...	2(b)	(2)
COASTAL MINESWEEPERS	58	(21)
INSHORE MINESWEEPERS	43	(12)(c)
FAST PATROL BOATS ...	6	(6)
SEAWARD PATROL CRAFT	4	(4)

Ships completed, or expected to be completed, during the financial year 1954-55:

AIRCRAFT CARRIERS ...	3
SMALL SUBMARINES ...	3
COASTAL MINESWEEPERS	32
INSHORE MINESWEEPERS	35(d)
FAST PATROL BOATS ...	5
SEAWARD PATROL CRAFT	12(e)

Further details are to be found in the Navy Estimates 1955-56, pages 226-249.

(a) One for transfer to the Royal Australian Navy. The construction of two is suspended.

(b) Excludes those not yet launched.

(c) Includes seven being completed for the U.S.A. for allocation to N.A.T.O. countries.

(d) Includes eight being completed for the U.S.A. for allocation to N.A.T.O. countries.

(e) Includes two boats being completed for Commonwealth navies.

Modernisations and conversions are progressing satisfactorily. Reconstruction of the Fleet Carrier Victorious is proceeding; the modernisation of the cruiser Royalist will be completed during the coming year and another cruiser, Belfast, will be taken in hand. Progress will be made on the conversion of the maintenance ship Girdleness to an experimental guided weapons ship, a project from which we shall gain valuable experience likely to have considerable influence

on future new construction programmes, as explained more fully earlier in this article. Eight more conversions of destroyers to Anti-submarine frigates will have been completed during 1954-55 bringing the total up to 27, and others are in hand. Six more frigates have been modernised and work is proceeding on a number of destroyers.

Standardisation

The task of promoting material standardisation continues and substantial progress has been made in the reduction of types of stores in use within the naval service. As the work proceeds, increasing attention can be, and is being, paid to standardisation in the earlier stages of the development of equipment. Co-operation continues in the N.A.T.O. field with the navies of the United States, Canada, and the other allied countries.

THE FLEET AIR ARM

The carrier, as explained earlier, is the core of the modern fleet. It can deploy air power very quickly to any part of the world in either global or local wars. It is of particular value, first in areas which are not well provided with airfields suitable for modern shore-based aircraft, and secondly for operations beyond the range of such aircraft. Carrier-borne aircraft are not an alternative to shore-based aircraft; the two are complementary, and together they provide the worldwide commitments required.

The Carriers

The year 1954 saw the introduction into the Fleet Air Arm of the angled deck and the deck-landing mirror-aid. These developments, together with the steam catapult which will shortly come into service, add greatly to the power and efficiency of aircraft carriers. These three British inventions will enable our aircraft carriers to operate the most up-to-date high performance aircraft, and so increase the fighting potential of our carrier-borne forces. It is already evident from the practical experience gained in H.M.S. Albion, the first of our carriers to be fitted with both the angled deck and the deck-landing mirror-aid, that these devices make deck landing easier and safer.

The Fighters

At the present time, the Sea Hawk and Sea Venom provide the day and all-weather fighter strength of the Fleet Air Arm, but, as had already been announced, orders have been placed for new aircraft which will in due course supersede them. These replacements are the N.113 and D.H.110 respectively. They will have a greatly improved performance and will be equipped to carry guided missiles as well as guns.

The Anti-Submarine Aircraft

In the sphere of anti-submarine warfare, the turbo-prop Gannet has come into service and squadrons have already been formed. This aircraft and its equipment show great promise. Furthermore, intensive trials and ex-



Westland Sikorsky Whirlwind anti-submarine helicopter squadron taking off H.M.S. Eagle in the Mediterranean

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Naval Estimates—continued . . .

periments with the use of helicopters for anti-submarine work have proved their value in this role, and a helicopter specially designed for anti-submarine work has been ordered.

The Strike Aircraft

For strike operations, a replacement is planned for the Wyvern. This aircraft will add greatly to the strike potential of the Royal Navy; it will be capable of carrying an atomic bomb, and will have a far greater range and speed than any previous naval strike aircraft.

Operations

Naval Helicopter Squadron No. 848 has now been serving in Malaya since early 1953, and for the second time is being retained for a further period at the special request of the Director of Operations, Malaya. The work of this squadron has won the highest praise from all who have fought in Malaya and it has made a major contribution to recent successful operations against the bandits.

Exercises

In addition to normal fleet exercises, our two latest carriers have recently completed a successful exercise with the United States 6th Fleet in the Mediterranean. Fleet Air Arm squadrons also took part in air exercises from shore bases, notably in the major air defence exercise of the year, in which no less than thirteen naval squadrons were used.

The R.N.V.R. Air Divisions

During the summer, squadrons of three of the R.N.V.R. Air Divisions carried out their annual training at Malta; one at an R.A.F. Station in Germany; and the remaining Division, which trained at Malta last year, carried out deck landing practice in a carrier.

R.A.N. Squadron Training

During the summer of 1955 the Royal Navy will undertake the training of a Royal Australian Naval Squadron of Sea Venoms prior to their embarkation on H.M.A.S. Melbourne (now H.M.S. Majestic) later in the year.

NAVAL PERSONNEL

Trends in Manpower Strengths

The Vote A for 1955-56 provides for a maximum strength of 133,000 at April, 1955, and a reduction of about 6,000 over the year. This is due to a further decline in regular recruiting at a time when the very large numbers of ratings and other ranks entered on special service engagements soon after the war are leaving. Between mid-1953 and April, 1956, nearly 25,000 of these men will have completed their seven years' full-time service and become due for transfer to the Royal Fleet Reserve.

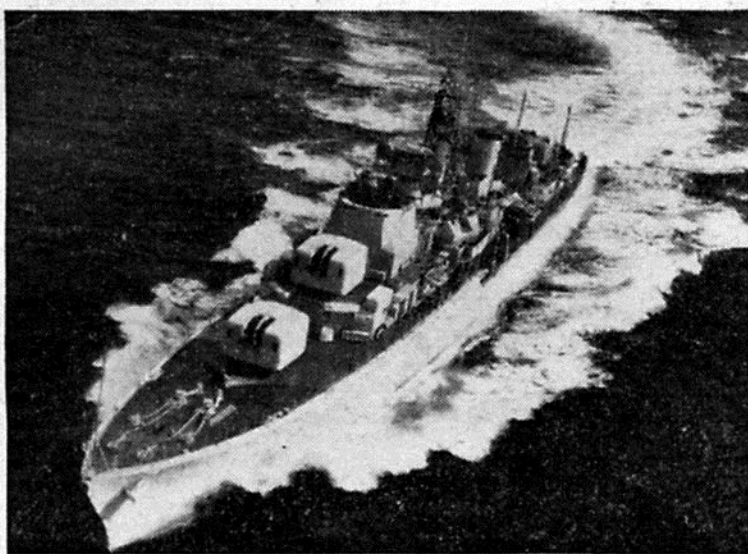
This further decline in manpower will be met, as far as possible, by reductions in commitments ashore and, to the extent that it must fall on sea-going strengths, by reducing the administrative and auxiliary support rather than the operational fleet.

Re-engagement

It was hoped that a substantial proportion of ratings on special service (i.e. seven years) engagements would decide to remain in the Navy for at least an additional five years, and the pay increases of April, 1954, provide a direct incentive to this extension of service. So far however the response has been disappointing, and in consequence the core of long-service men, on whom the Navy depends to provide the majority of supervisory ratings, is much diminished. The proportion of men completing twelve year engagements, who re-engage to complete time for pension, shows signs of returning to the former level of about 40% for ratings after dropping to 35% for a year. The rate for other ranks in the Royal Marines is being maintained at about 20%. Because there was little regular recruiting into the Navy during the war years the numbers eligible to re-engage continue to be exceptionally small (about 1,750 in 1955-56). This makes it all the more desirable that a high proportion of them should re-engage.

Regular Recruiting

The following figures show that there continues to be a disturbing decline in numbers of regular recruits (i.e. ratings and Royal Marine other ranks):—



H.M.S. Daring, one of the biggest ships of her type to join the fleet since the war, turning at speed during manoeuvres off Malta

1951-52	...	11,100
1952-53	...	10,100
1953-54	...	9,100
1954-55	...	8,100 (estimated).

This means that it is not possible to offset even numerically the loss of regulars resulting from the heavy outflow of special service ratings. In any case, new recruits could not fully compensate for the loss of such experienced men. The effects of these losses and the decline in recruiting are being felt most acutely in the seamen and stoker mechanic branches, on which the operational strength of the Navy directly depends, as well as in the Royal Marines.

Recruits continue to be entered on either a special service (seven years) or continuous service (twelve years) engagement. Larger proportions of entrants are now being accepted on the shorter of these two engagements but this has failed to reverse the recruiting trend.

National Service

It is planned to enter about 5,000 national servicemen into the Navy in 1955-56. This figure excludes those men, liable for national service, who are expected to enter the Navy on regular engagements.

The national service entry can be increased only to a limited extent, mainly because it involves a disproportionate demand on training resources, in relation to the period of effective service.

With the present two-year period of full-time service sufficient time is left, after training, for national servicemen in the main branches to complete a commission of 18 months at sea.

As in former years a number of temporary commissions in the R.N.V.R. and in the Royal Marines will be available to suitably qualified national servicemen.

Officers

With the reduction in Vote A strengths the total numbers of officers required will be declining, but the detailed position varies from branch to branch. In a few cases it will still be necessary to supplement the numbers of Active List officers available by re-employment of retired officers.

Fleet Air Arm Pilots and Observers

The numbers of naval pilots and observers are now satisfactory. While the numbers of entrants required will be less than in recent years, there will still be an appreciable number of vacancies for officers on short service commissions of 8 years (or 4 years with opportunities to extend later to 8 years). Up to 20% of short service pilots and observers who complete 8 years' service may be granted permanent commissions.

There are still opportunities for training to fly in the Royal Navy on national service commissions, but preference will be given to those willing to serve in the R.N.V.R. Air Branch during their period of part-time national service. Those who enter in this way may volunteer for the short service commissions described above.

Cadet Entry and Training

The first competition under the new system, in which all cadets are entered into the Navy at the age of 18, has been held and these cadets will start their naval careers at the Britannia Royal Naval College, Dartmouth, in May, 1955.

In future years the number of vacancies for entry at the age of 18 will rise, as the cadets formerly entered at 16 become midshipmen. The Admiralty has taken several measures to ensure that competition will be stimulated. A Cadet Entry Liaison Committee has been formed which will meet periodically for exchanging ideas between the Admiralty and the various educational interests concerned. The administration for recruiting naval officers has been centralised within the Admiralty, on the lines recommended in the Montagu Committee's Report.

The Admiralty has introduced a naval scholarship scheme, which provides for grants for maintenance and education from the age of 16 to 18 to boys who wish to enter Dartmouth, and (subject to certain conditions) guarantees places at Dartmouth to candidates who are successful at 16 years of age. The first scholarship competition was held at the end of January, 1955. The public interest in this scheme, and the response to the first competition have been very satisfactory; no fewer than 284 candidates competed for 25 vacancies.

Training

A new scheme has been introduced with the object of providing a more efficient and more complete training for junior officers ashore and afloat. Under this scheme Cadets and Midshipmen will be engaged for the first two years and one term after entry, on a carefully planned programme of educational and professional training, which is designed to give them a thorough background both educationally and professionally to the complex problems of modern naval warfare.

Officer Structure

As announced during the debate on the Navy Estimates last year a comprehensive review of the officer structure of the Navy and of the training of officers is being undertaken. This is an aspect of naval organisation in which there has been no fundamental change for half a century, and meanwhile the many and highly technical developments that have taken place in the weapons and equipment which are today used by the Royal Navy have led to changes in tactics and strategy. These developments have been gradual, but clearly the demands now made on a naval officer are vastly different from what they were in the early years of this century.

The expert committee, entrusted with this review, have before them a heavy task, and very important issues are at stake.

The Women's Royal Naval Service

Vote A for the financial year 1955-56 provides for a total of 300 officers and 4,275 ratings. Recruiting for the W.R.N.S. has been steadily maintained during the past year, and the standard of candidates accepted has been good. For the year 1954-55 the recruiting objective was 1,800 and was fully reached in the following categories:—Signals, Meteorological, Dental Surgery Assistant, Switchboard Operator and M.T. Driver. The main deficiencies were in Cook, Steward, Victualling, Air Stores and Radio categories. It is hoped that some 1,400 ratings will have been recruited by March 31, 1955. It is estimated that there will be 54 promotions to officer rank during the financial year 1955-56.

Voluntary Retirement and Discharge by Purchase

In March, 1954, restrictions on voluntary retirement of officers were relaxed, and the pre-war arrangements under which ratings could purchase their discharge were reintroduced, subject to certain conditions. The result during the last year has been satisfactory in that the number of applications received has not been unduly large, and in spite of the continuing manpower difficulty, a substantial number of the applications has been approved. For the first nine months since the new regulation was introduced the number of applications received from officers has been 153, of which 111 have been approved; from ratings the number of applications received has been 1,370 of which 1,174 have been approved.

THE NAVAL RESERVES

The strength of the Royal Fleet Reserve is expected to continue to increase during 1955-56, reaching a total of about 26,000. This increase derives from the large number of men on special service engagements passing into the Royal Fleet Reserve after completing their active service.

The total bearing in the Royal Naval Reserve for the year is estimated at 4,780 officers and men, an increase over last year of 40 officers and 400 ratings. The additional officers will be entered mainly in the recently formed Royal Naval Reserve Air Branch, which is primarily intended for professional pilots employed largely by firms engaged in contract work for the Admiralty. The General Service section continues satisfactorily; recruitment of officers has exceeded losses in the Executive and Engineering branches, and in the Supply and Secretariat Branch applications exceed vacancies. The youth entry scheme is proving very satisfactory for deck hands, although the same cannot be said for those entering as engine room ratings. In the Royal Naval Reserve (Patrol Service) the intake of officers has been insufficient to meet losses, and although there has been an increase in the number of seamen this is mainly due to the enrolment of young fishermen whose national service is deferred while they serve in this Reserve. More publicity is being given to this section of the Reserve.

The strength of the Royal Naval Volunteer Reserve is expected to reach 3,980 officers and 10,430 ratings by the end of the year. The increase in officers is due to the introduction of a new list (List IIA) with a reduced training commitment, and to the large number of young officers who join the Royal Naval Volunteer Reserve on completion of their full time national service. Each Royal Naval Volunteer Division is now equipped with the latest type coastal minesweeper in which reservists can carry out practical training in the vital task of minesweeping and do a little cruising. Morale is high and good use is being made of the extensive training aids and instructional staff provided.

The Women's Royal Naval Volunteer Reserve, which was set up in 1952 and now has units in each of the 12 R.N.V.R. divisions as well as at some inland centres, has a present strength of 133 officers and 1,220 ratings. Recruiting has made encouraging progress and a number of promotions to officer rank are now being made.

The Royal Marine Forces Volunteer Reserve continues to expand, and a new centre has recently been opened at South Shields. Last year's recruiting target was not reached owing to a variety of causes, of which delay in opening the Tyne centre was the

most important. This year, however, it is expected that the strength will increase to some 1,700 officers and other ranks towards the maximum establishment of 246 officers and 2,000 other ranks authorised for this Reserve.

The Royal Naval Special Reserve is expected to reach a strength of about 15,000 during 1955-56.

TROOPING BY AIR

An interesting development in recent years has been the increasing use of aircraft for transporting ships' companies, Admiralty civilian employees, and families between the United Kingdom and ships and establishments overseas.

Until 1949 air travel of this kind was limited to exceptional cases where speed was really necessary, but in that year the number of families awaiting passage (mostly to Malta) had so far outstripped the available troopship accommodation, that a joint Services air transport scheme known as "Famair" was instituted. This experiment proved so successful that in 1951 a comprehensive air trooping scheme between the United Kingdom and the Mediterranean was begun jointly by the three Services. Since then this system has virtually superseded other means of travel for all classes of Service passenger to and from that area.

Last year it was decided, partly to help reduce the period of foreign service, that recommissioning of ships on the Far East station and in the Persian Gulf should be carried out by air trooping schemes, and since last July 2,360 officers and ratings—the ships' companies of seven ships—have been flown to Sir more, and the relieved crews flown back in the returning aircraft. Recommissioning of a ship on a remote station is a severe test of air trooping (as well as of the drafting and movement organisations involved). The smooth working of the scheme shows that we could face the more exacting conditions of war with confidence.

Air trooping saves waiting time as well as time spent on passage, since an even flow of aircraft can be maintained at frequent intervals. The Mediterranean scheme is actually cheaper than sea passage, even allowing for separate shipments of heavy baggage. The Far East scheme is no more expensive than sea passage, and a rating on his way home after a spell in Far Eastern waters can now be brought back from Singapore within four days.

NAVAL ACTIVITIES DURING THE YEAR

Co-operation with Commonwealth and Allied Navies

The Royal Navy has maintained the closest relations with the navies of the Commonwealth and of the North Atlantic Treaty Organisation, and has advised and assisted those navies which seek the benefit of our experience. For example the cruiser Nigeria has been sold to the Indian Navy and is being modernised at a British shipyard, and the destroyer Chivalrous, after refitting, has been lent to the Royal Pakistan Navy. Two frigates have been lent to the Royal Danish Navy during 1954 and a third will be lent on completion of her trials. Two frigates have been similarly lent to the Royal Norwegian Navy.

A submarine which was lent to the French Navy at the end of the war has now been sold to the French Government.

Joint Training and Exercises

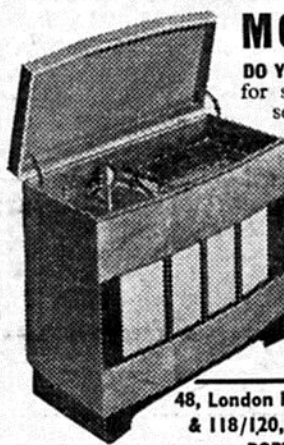
During 1954 a number of N.A.T.O. naval exercises were carried out in the

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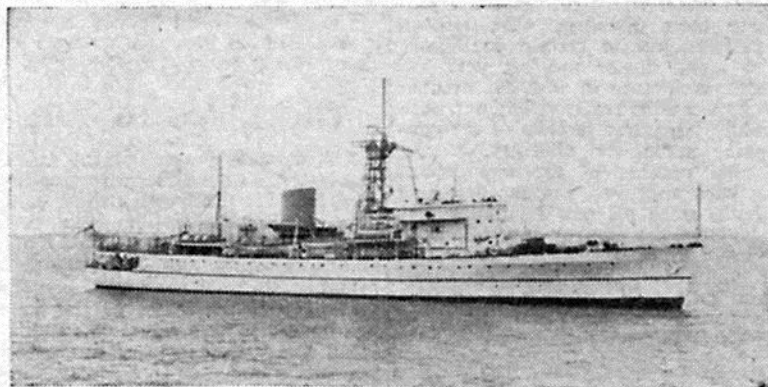


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Naval Estimates—continued



H.M.S. Vidal, Survey Ship

Atlantic, Channel and Mediterranean Commands. These exercises continued the progress already made in integrating N.A.T.O. forces and meeting the necessary state of preparedness.

In the Atlantic the two principal exercises in 1954 took place in July and late September. The first was carried out under the joint direction of the Allied Commander-in-Chief, Channel and Southern North Sea, and the Allied Maritime Air Commander-in-Chief, Channel; and forces from Belgium, France, the Netherlands and the United Kingdom took part. The second was sponsored jointly by the Supreme Allied Commander, Europe, the Supreme Allied Commander, Atlantic, the Allied Commander-in-Chief, Channel and Southern North Sea and the Allied Maritime Air Commander-in-Chief, Channel. Forces from Canada, Denmark, France, the Netherlands, Norway and the United Kingdom were exercised in various phases of sea/air warfare.

In July of last year a large scale fleet exercise in the Mediterranean was conducted by the Commander-in-Chief, Allied Forces, Mediterranean; United States, United Kingdom, French, Greek, Italian and Turkish forces took part.

Ships and submarines from various N.A.T.O. countries visited the Joint Anti-Submarine School at Londonderry during the year for anti-submarine training.

Joint exercises between ships of the East Indies Station and ships of the Indian, Royal Pakistan and Royal Ceylon Navies were held off Trincomalee in August, 1954. In October a Royal Pakistan naval squadron visited the Mediterranean and joined with the Mediterranean Fleet in fleet exercises; it took part also in the demonstrations and manoeuvres arranged for the Emperor of Ethiopia.

On the South Atlantic Station joint exercises took place in June, 1954, off Durban between French, South African and United Kingdom warships and aircraft.

A strong contingent of H.M. Ships from the Far East Fleet took part in combined exercises with the Royal Australian Navy and the Royal Australian Air Force in the Manus area in October, 1954.

Arrangements have been made with the Canadian Naval Board to base a squadron of three submarines of the Royal Navy at Halifax, Nova Scotia, for anti-submarine training of ships of the Royal Canadian Navy and of the Canadian Maritime Air Force. Another submarine squadron has for some time been based at Sydney, New South Wales, under similar arrangements with the Australian Commonwealth Naval Board.

Warlike Operations

The only fighting engaging British forces during the year has been police

action in Kenya and Malaya. For obvious reasons the Royal Navy can do little to help its sister Services in the first theatre; in Malaya, however, the Royal Navy has provided such assistance as the nature of the fighting, and the country, allow. Terrorist positions within range of the sea have been bombarded by destroyers and frigates to augment the work of the launches of the Royal Malayan Navy operating closer inshore. No. 848 Helicopter Squadron has continued to provide support to the land operations, especially by the quick transport of fighting troops and the evacuation of wounded.

Some Typical Peacetime Tasks of the Royal Navy

It is the Royal Navy's routine duty to bring help in time of need anywhere in the world; the past year has seen several outstanding examples of the ubiquity of Her Majesty's Ships. In the Far East H.M.S. Perseus has carried supplies for Korean children, and H.M.S. Warrior has helped in the evacuation of refugees from northern Indo-China, transporting more than 3,000 people in two voyages. In the Caribbean the surveying ship Vidal brought help to the part of Haiti devastated by hurricane. In January of this year the carrier Glory and the frigate Urchin brought relief to the snowbound villages of northern Scotland where naval helicopters once more proved their worth. The part played by the Royal Navy in finding and recovering the greater part of the wreckage of the B.O.A.C. Comet air liner, which crashed in the sea off Elba, is well known.

The carrier Centaur and the frigates Whirlwind and Roebuck co-operated in the withdrawal of the British forces from Trieste in October, 1954. The main body of the last two battalions were carried to Malta, and General Winterton himself left Trieste in H.M.S. Whirlwind.

Escorts

The Royal Navy had the honour of providing escorts on the return of Her Majesty The Queen from her Commonwealth tour in May, 1954. On the occasion of the State Visit to the United Kingdom of the Emperor of Ethiopia, passage from Malta was provided for him in the cruiser Gambia with an escort of destroyers for part of the way.

Visits by the Royal Navy

In addition to other fleet and squadron activities, ships of the Royal Navy frequently visit ports all over the world and maintain its traditional friendly relations with other maritime powers. During 1954 some forty countries were visited outside the Commonwealth, including almost every country on the Mediterranean seaboard, as well as Siam, Borneo, Macao, the Philippines, Java, Portuguese Timor, and Bali.

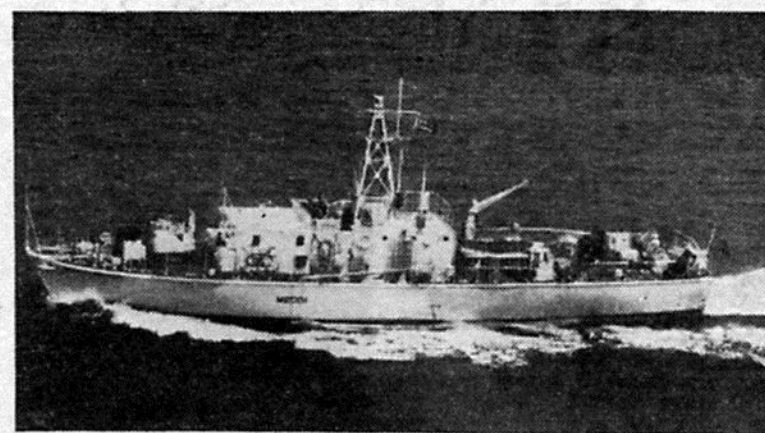
Other visits of particular interest during 1954 were those paid by units of the Mediterranean Fleet to Beirut in June, during which the President of the Lebanon was embarked in H.M.S. Bermuda to witness squadron exercises at sea; and visits to Normandy and the south of France to take part, at the request of the French Government, in the celebrations of the tenth anniversary of the allied landings on D Day and in the south of France.

Last year, for the first time in history, ships of the Royal Navy visited Switzerland. Units of the Rhine Squadron, the first foreign warships ever seen there, paid a highly successful visit to Basle.

RESEARCH AND DEVELOPMENT

It will be apparent from the preceding pages that a great deal of past research and development is now bearing fruit. How best to deploy the results of research and development, within the limited resources of money and manpower, is a difficult problem common to all three Services. We are, in fact, in a period of unusually sharp transition. We cannot risk neglecting conventional weapons which might be needed at any time to deal with a sudden emergency, but at the same time we have to take particular care to keep pace with the rapid advances of science. In planning our programme we have taken account of this and we believe we have achieved a proper balance.

There have been some encouraging advances in various spheres, particularly with anti-submarine detectors and locators, for use not only on the surface and under water but also by aircraft and helicopters. Techniques for the detection and location of mines, and methods of sweeping them, have also improved. The performance



H.M.S. Dingley, Inshore Minesweeper

of our new torpedoes both in range and accuracy is showing great promise. In the field of radio communication, research on very short waves may enable reliable communications to be maintained over much greater distances than had hitherto been thought possible.

The Admiralty is the agent for all the Services in valve development for use in radar communication and guided missiles. Reliability in these valves is vital and great effort is being expended on improving it.

Increased provision has been made in the Estimates for basic investigation and forward-looking research which are so essential if this country is to keep its traditionally pre-eminent place in naval research and development.

The liaison between naval scientists and their opposite numbers in the universities, in Commonwealth countries, and in N.A.T.O. is now much closer than it ever has been before. It is effected at all levels on an increasing scale by interchange of documentary information, through informal discussions and by exchanges of visits. Scientific advisers, seconded from the Royal Naval Scientific Service, are working with the Commanders-in-Chief of the Home and Mediterranean Fleets and with the Australian Government.

WORKS

Summary of Progress Since the War

Since the end of the war, much of the effort in the works programme has gone to the reconstruction or repair of war-damaged property, to the replacement, by permanent buildings, of property occupied on a temporary basis and, since 1950, to meeting special and urgent operational needs.

The number of properties held on requisition has been reduced to negligible proportions, and the remaining requisitions will be ended in the near future. The programme of runway reconstruction at naval airfields is substantially finished. Important new buildings for research and development have been, or soon will be, brought into service. Most of the current requirements for ordinary storage accommodation will have been met in the course of the next year or so; a certain proportion of this storage is strategically dispersed and is provided underground in disused mines and quarries which have been economically converted.

The Works Programme for 1955-56

The main emphasis in the works programme for 1955-56 will be placed on new married quarters, the provision of new barrack accommodation, and the modernisation and extension of the Royal Dockyards. Further expenditure will be necessary on research and development establishments, and on specialised storage for naval armaments; existing armament storage is to a large extent unsuitable for modern requirements because of its character or location, and arrangements have now to be made for the storage of guided missiles as they come into production.

Married Quarters

Progress in the provision of married quarters is continuing steadily. By the end of the current financial year 2,738 married quarters (including conversions) will have been completed since the war. The building of these quarters at the three manning ports, Portsmouth, Devonport and Chatham, which was started this year, will continue on an increased scale in 1955-56 and it is hoped to complete 4,500 additional married quarters by the end of 1960.

Dockyard Modernisation and Extension

1955-56 will be the second year of the planned programme to modernise

the machinery and buildings of the Royal Dockyards. This programme is meant to extend over four or five years, and may well then be followed by another plan to take the process of modernisation still further.

Progress is also being made in the programme for the reconstruction and extension of the war-damaged dockyards, particularly Portsmouth and Devonport. The programme means some increase in the area of the yards, and the purchase of the additional land is being carried out with the helpful co-operation of the Portsmouth and Plymouth Corporations. This plan will in time make it possible to redesign on modern lines the layout of these historic yards. At the same time, we have to avoid excessive industrial concentration under conditions of modern warfare, and the area to be added to these yards will in fact be a good deal smaller than was at one time contemplated.

These schemes of modernisation, together with the increased numbers of apprentices which are now being entered, are intended to enable the Royal Dockyards to meet the increasing tasks involved in the maintenance of the present and future fleets, and in particular to meet the situation which will arise in a few years time, when ships built during the war will be reaching the end of their life and a considerable programme of reconstruction of the fleet will be needed.

Repairs and Maintenance

Provision is made for expenditure of £5,500,000 on ordinary repairs and maintenance, representing an increase of £500,000 in the Estimate for 1954-55. The same scale of effort will undoubtedly have to be devoted to this work for a further four years before the accumulated arrears, arising during and immediately after the war, can be overtaken.

THE HYDROGRAPHER'S SERVICES TO NAVIGATION

The Hydrographer and his department continue to give most valuable service to the Royal Navy and to all maritime nations.

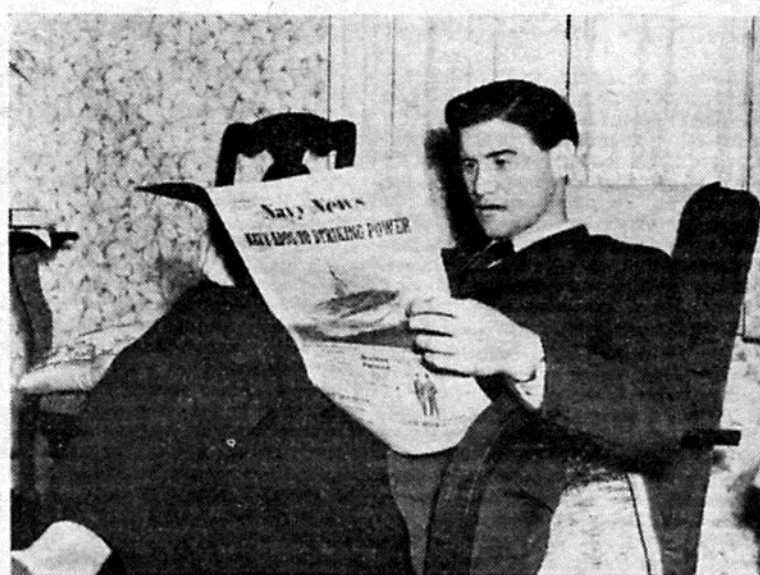
In 1954, 1,500 urgent radio warnings and 3,052 Notices to Mariners of immediate importance to safe navigation were sent from his office. The exchange of notices with the Union of Soviet Socialist Republics has recently been resumed after an interval of seven years, and the interchange of all forms of navigational data with other maritime nations, through the International Hydrographic Bureau, has continued. There has been the usual close contact with members of the Commonwealth.

Surveying

H.M.S. Vidal (2,000 tons displacement), which last March joined the six surveying vessels and five launches then in service, was built in H.M. Dockyard, Chatham. She is fitted with the most modern surveying equipment, and carries a helicopter which has already proved its worth in reconnaissance and transport of observing parties.

Surveying ships have assisted in special investigations for certain underwater warfare projects, as well as for other Government Departments, the Atomic Energy Authority and a number of scientific bodies.

Considerable advances have been made in the development of surveying equipment. One example is a portable radio aid, evolved after much experiment and giving accurate ranges at distances of 70 miles or more, which will replace the laborious and often uneconomical methods needed for exact measurement in the past.



Jimmy Dickinson, Portsmouth F.C. captain and international footballer, seen here reading his copy of "Navy News" at his home in Alton. Being an ex-naval man himself, Jimmy looks forward to receiving his copy every month, which keeps him in touch with the Service

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COMMAND NEWS

ROYAL NAVAL BARRACKS

C.P.O. Scott, W. P/JX 801076

WE ARE very pleased to hear that at the time of writing, the Chief Boatwain's Mate, who is in Haslar Hospital after a motoring accident, is now on the road to recovery. Our best wishes go to him and also to Mrs. Scott.

Portsmouth Command Field Gun Crew

It would appear that they have got away to a good start in their rigorous training and with very few casualties so far. We are watching their progress with great interest. Although it is yet too early to do timed runs they certainly have a winning look about them.

R.N.B. Welfare Committee

At a recent meeting of the Welfare Committee some of the items discussed at the 83rd Meeting of the Headquarters Naval Canteen Committee in London were reported on.

It was stated that the cost of replacing lost and broken crockery, glasses and eating irons for the year ending October, 1954, amounted to £19,000. At previous Headquarters meetings the cost of these losses and breakages had been mentioned and instructions are now being given that in any future cases of this kind which are considered excessive, recovery of the cost will be sought from the respective Welfare Funds. R.N.B. Welfare Committee consider that the losses and breakages inside the Barracks ARE excessive and some scheme to cut down these losses is being devised.

The cost of Hairdressing facilities provided by N.A.A.F.I. was also raised at the 83rd H.Q. Meeting, and it was decided to increase the price in N.A.A.F.I. clubs from 1/6 to 1/9 and in ships from 1/3 to 1/6.

The Manager of the Naval Canteen Service in his review said that the problem of replacing outmoded and inefficient cooking methods in N.A.A.F.I. Restaurants still exists. A new type of installation—"call order" counter equipment—has been installed in the N.A.A.F.I. Club at Portsmouth. This enables the same staff to cook and serve a dozen or so really popular dishes such as steaks, chops, bacon, eggs, chips, hamburgers, etc., freshly for each customer. This seems to be working satisfactorily and it is hoped to make further installations in due course.

D.G.B.

H.M.S. EXCELLENT

THE SPRING Term in Excellent invariably brings an arctic atmosphere to the Parade Ground. This year has been no exception, blue noses as well as blue gloves have been the dress of the day. In spite of this bitter weather however, training has continued and has been taken in good heart.

The new look to Whale Island is slowly taking shape in the new dining hall and a major road reconstruction programme, all living blocks except one have now been modernised. This reconstruction presents many problems, and for those readers who do not know the history of the Island soil, it does provide difficulties for the constructional engineer. The island, although we do not like to admit it, grew not for the sole purpose of providing a home for Gunners, but as a result of the mud and silt excavated in making the docks and basins in the dockyard. Such poor foundation entails sinking foundations to a considerable depth and, in the case of the new one-storey dining hall, piles have been sunk to a depth of over sixty feet. Although no skeletons or leg-irons have been unearthed in the excavations, some interesting relics have come to light.

Speaking of relics, our General Mess menus have now gone all historical by the inclusion of a Whaley Scrap Book which week by week gives a potted history of the Gunners School.

Sport on the Island has been well to the forefront as usual. This last month has seen a strong entry in the Island Marathon, ably won by Lieutenant (E) Mitchell. Our selectors this year made a breathing decision and increased the distance, much to the consternation of the more elderly competitors. They hope however, to have selected some talent who will stay the distance in the Command Cross Country, which

we again intend to win. Congratulations are due in this field to Leading Seaman Haskell, who ran for Hampshire in the Inter-Counties Championship. Rugby has been good and we are all pleased to see the Island up in the semi-finals and also well represented in the United Services teams. In Spring Bayonet Fighting we have our eye again in the Palmer Trophy and have already fixed bayonets. Items of Welfare News are the cessation of Tombola owing to the poor support now T.V. is fully installed, and the completion of our T.V. fitting programme with the installation of a set at Tipner. This set has proved very popular.

At long last and by kind permission of the "Pusser" we have acquired one of these new labour saving devices we hear so much about. It is a patent floor polisher with wax sprayer and gadgets for coping with all types of decks. Under the motherly eye of Chief Petty Officer Fowler in Drake Block a very high polish has been achieved which would be the envy of every housewife. As we have over 15,000 square yards of linoleum on the Island we hope for a further allocation of these fine machines.

We now have a "Sea Going" wing in the blocks and we are delighted to welcome the ship's company of H.M.S. Morecambe Bay while their ship is refitting; how we wish they had brought some of the West Indian climate with them.

H.M.S. DUCHESS

AFTER THREE weeks in Malta, having more or less regained our strength, we set sail, with H.M.S. Diamond, on February 4 for our third visit since re-commissioning in August, this time to Palermo. Once more we counted our money as the visit was again occurring during a "blank week" (a habit we hope will not arise again), although this time we would be getting paid two days before leaving the town.

On the day of sailing, the weather which had been fairly calm turned against us and we were met just outside Grand Harbour by a Force 10 gale, and waves which reached the height of about 40 feet. The Watch on Deck, under the First Lieutenant, had a very gay time(?) preventing the two dinghies, which had been secured for sea, from being swept overboard, for the sea tried to lift them from their cradles. Towards 1600 the gale was beginning to blow from our stern and the weather gradually improved. No work being possible on the upper deck, and below decks the majority of the time, we all tried to relax and do nothing but read, eat and smoke our heads off; to some this was impossible. Next morning dawned bright and calm and many sighs of relief could be heard along the upper deck at the sight of Palermo, a few miles off; coming closer, however, it was seen that six U.S. warships were also berthed there and many comments which I leave to your imagination were passed.

We were soon secured alongside, with H.M.S. Diamond outboard of us.

Two soccer matches were arranged during our short visit; one being against the American aircraft carrier Randolph, who challenged us, and which we won at walking pace 10-0. No doubt they would have well and truly reversed the tables if the game had been basketball. The second game was a combine, a Duchess and Diamond team versus the Italian Army. The Army won 6-1; the most popular player being the Italian Army's outside left judging by the chuck ups he kept getting. Somehow, probably through his poor translation, he appeared to get more chocka as the game progressed! Seeing the number of Italian Army spectators who were supporting their team, we surmised, although we may be wrong, that the "duty part" had been detailed off willy-nilly.

An opportunity to "Outward Bound" was arranged for about 60 officers and ratings. They left the ship in two parties at 1600, to spend approximately 48 hours camping and climbing in the hills. Fortunately no bandits were encountered and everybody said how much they had enjoyed it. Plenty of fresh air and local wine in moderation, no doubt, had a great deal to do with it, and although some long faces had appeared when they were issued with Emergency Ration Packs for two days, it was entirely the opposite when they returned to the ship. Who said Pusser's food is far better than Emergency Ration Packs?

For sightseers, the Italian Army proved very generous. Two bus trips a day, free, were well patronised. Of the sights the most interesting were the Catacombs, where the bodies of the Sicilians were hung until about 1860, when it was stopped by law, and the Cathedral at Montreale, with the story of the Bible in mosaic running round the walls, and its delightful cloisters.

On the whole Palermo was found to be more expensive than Italy, although the wine—Vino Bianco—was just as potent and cheap (being described as 6d. per bucketful). It was a change from our two previous visits, and the 50-odd per cent. of the ship's company who did go ashore enjoyed themselves in a quiet way.

A great deal of fraternising went on between us and the U.S. Navy and Anglo-American relations were certainly cemented at this level. They sailed on the Wednesday and on Friday, February 11, we cast off for our short passage back to Malta, with the sea beautifully calm.

About 1630 we entered the Straits of Messina and passed uneventfully past Scylla and Charybdis, without losing any sailors to the sirens. We reached Malta about 0930 on the 12th and tied up alongside H.M.S. Ranpura. During that afternoon the final of the Mountbatten Cup was played between the For'd Stokers Mess and the Fo'c'sle Division, the result was a 3-0 victory for the For'd Stokers.

From alongside Ranpura we bid farewell to you until the next issue of the News.

H.M.S. CERES

I EXPECT many of you will wonder what goes on in H.M.S. Ceres, tucked away in the wilds of Yorkshire, far away from the sea. Ceres was established at Wetherby soon after the end of the war, and its position has many advantages. One is that it is right in the middle of the countryside which thus affords ample opportunities for outdoor sport, and secondly, in the event of war breaking out it is in a very safe position!

Being opposite the racecourse there is obviously an advantage in having a good liaison with the "horsey" world, and we were very pleased when just before Christmas the Bramham Moor Hunt met on the Quarterdeck. This made a very colourful scene with the huntsmen in pink, with the white ensign fluttering in the breeze, and stewards ensured that the huntsmen went off to a flying start as they took round the stirrup-cup.

We were also very pleased when in the New Year Promotions we saw our Commander, Commander (S) J. Ellerton, D.S.C., Royal Navy, promoted to Captain. The pleasure thus afforded was slightly mitigated with the realisation that he would be leaving us, but our loss is your gain as Captain (S) Ellerton has now filled the chair of Base Supply Officer, where he will doubtless renew many acquaintances he made in H.M.S. Ceres.

Amongst other visitors to Ceres was the Commodore of the Royal Naval Barracks, Chatham, who came up on February 21, to get a first hand idea of the training given to Supply ratings before they join his Barracks. He completed a comprehensive tour of the Ship and on his departure expressed extreme satisfaction at all the saw. In the light of his remarks we are looking forward to the visit of the Commander-in-Chief, The Nore, next month with a little less trepidation.

As we said earlier, the opportunities for sport are quite exceptional, and despite frightful weather so far this winter when snow and frost have cancelled a great number of fixtures, Ceres now fields two Rugby XV's, managed by Lieutenant (S) M. K. Burley, Royal Navy, every Wednesday and Saturday. A photograph of the first XV is produced herewith. Their record has been most successful, and it seems that in the coming season there will be no vacant fixtures for either team.

The hockey team, under the captaincy of Lieutenant Commander (S) A. W. Hankin, Royal Navy, has been maintaining the high reputation expected of the Senior Service, whilst the soccer team is now third from the top in the local football league. Fixtures are largely arranged against Royal Air Force Stations and Army sides, but extensive numbers of matches have also been played against local clubs.

A Judo Club is flourishing in H.M.S. Ceres and the following ratings qualified in a recent grading: P.O. Taylor, P.T.I., Brown Belt; L.Sea. Bell, P.T.I., Brown Belt; S.C.P.O. Anderson, Yellow Belt; L.S.B.A. Smout, White Belt; S.B.A.



H.M.S. Ceres 1st XI, 1955

Bannister, White Belt; Wren MacFarlane, Yellow Belt.

A small but enthusiastic band of Badminton players have formed a team and have achieved quite a number of successes against local sides.

The entertainment for ship's company has certainly not been forgotten and many dances are organised for them. It may be that the sailors are expert dancers or perhaps they are just sailors! But they seem to receive plenty of invitations to dances ashore. The weekly dances held in H.M.S. Ceres are very well attended both by Wrens and ratings. A smaller but more specialised type of dancing is the Scottish Dancing which is held once a week. Although this is organised by a Sassenach, the enthusiasm is of a marked degree.

The Music Circle covers for others who are musically minded in providing a weekly programme of classical music played on the gramophone for their enjoyment. This is also well attended.

Although Ceres might seem to be out in the wilds, the population is far from static. Large numbers of officers and ratings visit Ceres for short courses, and these include Engineer Officers getting up to date on Naval Stores before going to small ships, R.N. (Retired) and R.N.V.R. Officers visiting Ceres for Refresher Courses. At the moment we have a very large

population of National Service upper yardmen who join from Victoria Barracks. These ratings spend approximately four months in H.M.S. Ceres before appearing before the Final Selection Board for promotion to Officer. The material is of a high standard, and by the time they leave Ceres the majority complete the course successfully.

Ceres is now very well off for Married Quarters and it is almost possible to move straight in without first having to go on a waiting list, and there is quite a large residential area adjacent to Wetherby.

There is no doubt that H.M.S. Ceres is a happy ship; this is emphasised by the fact that several ratings have quite a number of years to their credit in H.M.S. Ceres (we won't say who they are nor how long they have been here). Despite their time in, there is no great eagerness to depart.

H.M.S. OSPREY

LAST TERM finished with a number of social activities, including dances given by the ship's company, Chief Petty Officers and the Wardroom. This term has begun quietly whilst we have been working up to our full programme of sea and shore training.

Continued on Page 14

JUST LEAVING THE ROYAL NAVY?

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H.M.S. OSPREY—*Continued from Page 13*

The Home Fleet assembled at Portland during the week January 24-28, and Rear-Admiral R. G. Onslow, C.B., D.S.O., Flag Officer, Flotillas, Home Fleet, who was captain of H.M.S. Osprey in 1943, took the opportunity of visiting his old ship. He inspected divisions, and while doing so, recognised and spoke to several officers and ratings who had served with him in Osprey, which was, at the time, at Dunoon. Rear-Admiral Onslow then addressed the Ship's company.

There is considerable enthusiasm for sailing at Portland, especially in Osprey, and as a result, a "Portland Naval Sailing Association" was formed recently, with Captain Balfour, Captain of H.M.S. Osprey, as Chairman, and Surg. Lieut. Coles, also of Osprey, as Secretary. The object is to organise naval sailing in the Portland Area, and a handbook and the Racing Programme will be distributed soon to all local, Home Fleet and visiting ships.

The Drama Club is busy rehearsing the next play, "The White Sheep of the Family," a comedy by L. du Garde Peach and Ian Hay, which is to be presented on March 23, 24 and 25 in the Canteen Cinema.

Sport. Many games of all kinds have been cancelled this winter, owing to the weather.

Soccer. We lost 10-0 to 15th Battalion R.A.S.C. in the Services Midweek League early this term, but defeated H.M.S. Maidstone 7-0 on February 1 in the Chaine Cup (Portland Naval Competition). The Inter-Port League is still going strongly with the Seamen in the lead followed by the Torpedo Trials Base, Bincleaves.

Rugger. There has been some improvement and a regular XV is turning out. Results have been poor but are improving. Two Osprey players are playing regularly in the U.S. Portland team on Saturdays.

Hockey. Although many fixtures have been cancelled by the weather, we have the following excellent figures, including Navy Cup matches: Played 15, Won 11, Drawn 2, Lost 2, Goals for 61, Goals against 27. The two matches lost were the first and last (at the time of writing).

In the Navy Cup Competition we held H.M.S. Daedalus to a 1-1 draw in the Quarter-Final on December 6 at home, and in the replay, which could not be played until January 28, we won 2-1. In the Semi-Final we played H.M.S. Siskin at Whale Island on Saturday, February 12 before a good crowd of keen supporters of both sides, and lost a good game by 2-1. We were disappointed not to reach the Final but were very pleased to have got as far as we did considering the size of this Establishment.

Our next assignment is the Iron Duke Cup for six-a-side soccer and hockey and seven-a-side rugger, competed for by Portland Ships and Establishments. Last year, although we did not win the Cup, we won the hockey so we shall go all out to do it again and we hope to do better at soccer and rugger.

H.M.S. HEDINGHAM CASTLE

THIS WAS originally intended to be the final article from us, but our "Paying-off" has been postponed. At the moment it seems we will stop running operationally about mid-June. To say we are in a "state of suspense" may be considered an understatement by some, but I think most of us have decided to ignore the "Heard the latest Buzz?" Merchants, and wait to see what happens next!

Everything has gone Topsy-Turvy right enough, but we are carrying on with our Ship's Company Dance, on Thursday, February 24, at the Moonfleet Hotel. We are hoping it will be a huge success, even if not held with the same "Motif".

Seasonal leave is approaching once

more, and it seems likely that we will be rolling our Easter Eggs down Portland Hill. We don't know officially as yet, but . . . Pompey for Leave!!

In the past month, we have only had one League Soccer Match, versus Portchester Castle. We ran out victors by three goals to one.

On February 11, we thought we had hoisted the "Jolly Roger" for the last time, but we have two "Duty Days" in March, and they are March 1 and 11. We will probably go to Portsmouth about the 20th.

Owing to our continued running, Captain "D's" inspection has been cancelled, or rather, postponed. His visit to the ship will now be "some-time next Term".

J. R. M.**H.M.S. VIGO**

DURING THE past month, H.M.S. Vigo has been employed on her routine duties as Firing Ship, having continued to churn up the waters around the Nab Tower.

On February 17, our T.A.S. party were rewarded in that we at last managed to get in an uninterrupted Torpedo Firing Exercise, the first since Vigo was commissioned last October. Practically the whole of the off-watch contingent braved a bitter wind to witness our first T.F.X. completed.

Incidentally, a member of the Torpedo Training Class raised the question as to what the "Blackbird" as a ship's crest had to do with H.M.S. Vigo. On tentative enquiry, it is believed to be a rook in honour of Admiral Rooke, who was in command on the occasion of the Battle of Vigo, and it is not a "Seahawk" in night clothing, as was suggested by a certain member of the ship's company, not of the lower deck.

One other incident that occurred during the month happened on Tuesday, February 15, when H.M.S. Vigo dashed to assist H.M.S. Bulwark and her "chaser" H.M.S. Obdurate on receiving a signal that a trawler had sighted an aircraft ditching. With crash boat's crew mustered and the upper deck alive with "bodies" the search was continued until enquiry ascertained that the "aircraft" was an unmanned Winged Target.

H.M.S. MERCURY

JANUARY AND February have passed quietly at Mercury. To a certain extent sport was interfered with by the weather, but in spite of this our soccer team has got into the finals of the Festival Cup which is competed for by the Waterlooville and District League. The date of this match has not yet been announced, but we wish the team luck against Southbourne, the other finalists.

You will have read elsewhere that the W.R.N.S. from H.M.S. Mercury again distinguished themselves in rifle shooting. This time it was the Inter-Service Match and First Officer Harris achieved the highest individual score of the day.

Mid-January's snowfall nearly cut us off—but not quite! Some R.A.s were forced to walk up and down the East Meon Hill a couple of times but we never got to the stage of being supplied by helicopter. Ice brought down all the aerials and the more intrepid motor-bicyclists as well!

Football

We are now getting well into the swing of things, and are managing to produce teams for most of our league games: and in recent weeks have not had to postpone so many matches (as last month) due to the ice-bound condition of our pitches.

At one time the 64 dollar question was whether "Ice Skates were a legitimate charge to the welfare fund" as a recreational facility.

Our League Division I and III teams have not quite got into their stride again this term, and we have managed to slip a couple of rungs down the ladder.

We are, however, keeping "Face"

in the Waterlooville and District League, and have managed to get through to the final for their Festival Cup. The date for this event is not yet fixed, but we are looking forward to a very tough final with Southbourne F.C.

Rugby

Prevailing conditions have caused the postponement of a few fixtures, but we are managing to keep the team fairly well together.

One or two players do very well to supplement the Petersfield R.F.C. with their Saturday matches.

We wonder if ever the new "proposed protective clothing" for rugby is introduced, it may then be possible for us to play on a 6-inch carpet of snow.

Hockey

We are keeping our fingers crossed as we are now turning out a much revised team with new talent, and are hoping that these changes are for the better.

Our seven-a-side games on the Broadwalk are still our testing grounds, and so far this term the crop of injuries and "hacked shins" haven't reached too dizzy heights.

Fencing

We have a few enthusiastic individuals whom we are hoping to enter for phase one, but the response to our call for bayonet fencers for the team has been most disappointing.

P.T. Staff

The staff are now being hit with "drafts" and are so disorganised they are not sure who is "duty snow plough driver".

John Dutton has left for Newfoundland and "Pincher" Martin has gone to Maidstone where no doubt they will continue their respective hockey and soccer activities. "Paddy" Byrne rejoins the P.T. School for a course next week, and we wish them all "the best of luck" and hope they are successful in their new jobs.

H.M.S. PHOENIX

FAR FROM seeing the results of our bulb planting of last autumn, the only things visible above the snows at present are the tops of old pussers' boots and cabbage stalks. A pleasing thought though that under the snow lies good Cumberland turf on our new cricket wicket.

Looking back over the past season, our soccer results read up to date: Played 12, Won 10, Lost 2, Goals for 60, Against 22, Points 20. When the mind travels back to last year, cheerful indeed is the prospect.

The TV theatre, by the sweat of the Shipwrights, is almost ready for the Junior Ratings. An old hut has been converted, with rising platforms at the rear, into quite a cosy place. A large screen Decca completes the picture in more senses than one. The rumour that it has rubber walls to accommodate those wanting to see the Cup matches is quite unfounded. For no apparent reason, a thought has crossed my mind—where do cats go in the snowtime?

As usual, a number of the Phoenix ship's company were quickly forthcoming to volunteer for various jobs in connection with the Shows now running at the Connaught Drill Hall. After their experience with the same Producer at Wembley last year, the rumour that they have equipped themselves with ear plugs is also untrue.

With regret we are about to say goodbye to our First Lieutenant, Lieut.-Cdr. M. J. de C. Carey, who is off to Gibraltar. We owe him much for the way that the grounds have taken a new look. To his successor, Lieut.-Cdr. R. M. Roberts, D.S.C., a warm welcome.

A last word before closing. Will all those ships wishing cricket fixtures please contact our Sports Office.

The Bird.**H.M.S. DOLPHIN**

A MOST enjoyable evening was spent by the ship's company and their wives and friends at the Fifth Submarine Squadron's Annual Ball, which was held at Kimbell's Ballroom, Southsea, on Monday, January 31.

Rear-Admiral Fawkes (Flag Officer Submarines) and Mrs. Fawkes, Captain Pizey (Captain of H.M.S. Dolphin) and Mrs. Pizey, and a large number of other officers and their ladies were present.

Mrs. Fawkes very kindly presented the dance prizes, which included a lady's beauty case, manicure set, powder compact, gentleman's brush set, table lighter and a pewter mug.

The duties of M.C. were ably carried out by Sick Berth Chief Petty Officer W. Terry.

The dance was organised by Lieut.-Cdr. Gosling and the Dance Committee, who are to be congratulated on arranging a most successful evening.

H.M.S. COMUS

"THE EQUATOR? I've crossed it at least a dozen times." We can all say that truthfully now, if misleadingly, for most of October was spent on exercises in the region of Latitude 0, with two short visits to the R.A.N. base on the island of Manus. The actual "Line" ceremony, however, did not take place until the final crossing, on the way back to Hong Kong.

At the beginning of November, after a brief stay in Hong Kong (extended for two days in deference to Typhoon Pamela) we sailed in company with Cossack and Concord for Japan. After a few hours there—at Sasebo—we were on the move again: with H.M.S. Birmingham the three ships visited Chinnhae in Korea to mark the Korean Navy's ninth anniversary. Here a team drawn from the four British ships drew 1-1 with the Korean Naval Eleven.

Five days of "rabbiting" and general whoopee-making in Kure followed before we moved on to Yokosuka for Hunter-Killer exercises with the Americans. A fortnight later we sailed for Hong Kong, a trip made uncomfortable by foul weather.

December was a crowded month. In the Fleet cookery competition Comus maintained a remarkable average by taking second place in all sections entered. Our performance in the Fleet regatta was even more remarkable and is best forgotten. A happier occasion was the Christmas "Smoker" which enabled us to drown our sorrows and prepare for Christmas in the right spirit.

After the rigours of the New Year we sailed for Singapore, and at present Comus is undergoing a self refit after having spent the major part of January up the coast bombarding a stretch of bandit-held jungle.

In Memoriam

LIEUT. (S) H. R. GARDNER, R.N. Hospital, Haslar. Died February 17, 1955.

J. J. CASSEY, Ldg. Sto./Mech., P/SKX 860608, H.M.S. Woodbridge Haven. Died February 16, 1955

H.M.S. BELLEROPHON

FOR THE first time since the inception of NAVY NEWS, we include a few items from the Portsmouth division of the Reserve Fleet.

Visit of the Commander-in-Chief

On Friday morning, February 11, the Commander-in-Chief, Portsmouth, Admiral Sir George E. Creasy, visited the Reserve Fleet. Accompanied by the Senior Officer Reserve Fleet, Captain J. S. M. Richardson, D.S.O., R.N., he inspected the ship's company at Divisions. To the delight of the "Friday whilers" a "make and mend" was given in the afternoon.

Welfare Committee

So many items are dealt with by this Committee concerning the general welfare of conditions on board, that it is as well you know your representatives. For this reason we give the names of the present committee: S.C.P.O. Sheppard, E.R.A. Barrow, S.P.O. Charlton, L.S.E. Connelan, A.B. Farmer, A.B. Burford, L.S.M. Mathews, S.M. Stevens and E. M. Thompson. Any point you wish to be brought up at the monthly meeting should be given to your own member.

Dining H.M.S. Vernon

On Wednesday, February 16, the Wardroom dined the Officers of H.M.S. Vernon.

Following are the results of recent matches:

Soccer—Feb. 1, R.F. v. Dryad, won 4-1; Feb. 9, R.F. v. R.A.F. Tangmere, lost 1-8; Feb. 16, R.F. v. R.A.O.C. Hilsa, lost 2-3.

Rugby—Feb. 2, R.F. v. Dolphin, lost 5-8 pts.; Feb. 9, R.F. v. R.M. Eastney, lost 3-9 pts.; Feb. 16, R.F. v. H.M.S. Victory, lost 3-11.

Hockey—Feb. 9, R.F. v. H.M.S. Siskin, won 1-0; Feb. 16, R.F. v. Vernon, lost 0-1.

Royal Naval Association**PORTSMOUTH BRANCH**

THE EXTENSIVE building programme on which I commented in last month's issue has not received the approval of the Town and Country Planning Department of the local council who offered alternative plans. The members at their fortnightly meeting rejected these alternative plans as not being compatible to their requirements.

At the same meeting a letter was read from Rear-Admiral H. E. Horan, C.B., D.S.C., R.N. (Retd.) tendering his resignation as President of the Portsmouth Branch. Rear-Admiral Horan who resides at Shedfield is well known as a writer on Naval matters whose articles often appear as leaders in the *Portsmouth Evening News*. It is regretted that his duties and the distance from the branch headquarters have caused this decision. I am sure we all appreciate the interest he has taken in the branch during the past four years.

The ladies' working party formed to raise funds for the building fund are making progress by weekly sewing "Bees" at the headquarters and others by doing private work at home. The sale of their work will be held at the Association Headquarters on Saturday, April 2, and will be opened by Mrs. Salter, wife of Vice-Admiral J. C. S. Salter, C.B., D.S.O., O.B.E., Admiral Superintendent, H.M. Dockyard. More details of this will be given at branch meetings, so keep this date open.

The Portsmouth Post-War Brotherhood have offered Sunday, May 1, to the R.N. Association. This service will be held at 2.30 at the Fawcett Road Methodist Church (corner to Fawcett and Rugby Roads). The Chair will be taken by Mr. C. W. Bright, branch Chairman, the lesson will be read by Mr. T. S. Tweddle (Almoner). Mr. L. Bray will deliver an address on "The Royal Naval Association". Mr. Bray is one of the founder members of the R.N. Old Comrades Association. A cordial invitation is extended to all members and their friends to attend this service.

T.S.T.**HAVANT**

SOME MEMBERS of Havant Branch accepted an invitation from the Portsmouth Branch and attended their Concert Party on February 12. They helped to give the Performers the applause they so well deserved.

A member of the Branch and his wife were guests at the British Legion, Havant, Annual Bowls Dinner Party on February 19.

In addition to their usual Branch Meetings, they held a Darts Competition on February 5. It was decided at this Meeting that a trip to a theatre should be arranged in the near future. Some of them are looking well ahead and have started paying in deposits towards tickets and fares to the Annual Reunion in London. This is due to be held on October 8 this year.

PORTSMOUTH R.N. & R.M. GUNNERY INSTRUCTORS' ASSN.**"Semper Strenuissima"**

OUR ASSOCIATION entered its ninth year with the holding of the Annual Re-Union Dinner, at the Rock Garden Pavilion, Southsea, in January. Guests, which included some of our Patrons, Honorary Members, and members of our Brother Associations, together with our members, totalled 98, all of whom had a thoroughly enjoyable evening. The highlight of the evening being the reading of a telegram of thanks from H.M. the Queen, for the loyal greetings sent to Her Majesty, by our Association, on the occasion of the Dinner.

Our membership now standing at 280, comprising serving G.I.s, G.I.s promoted to wardroom rank, and ex-serving G.I.s, is a satisfactory figure for the time being, but I am hoping that with the qualifying of new G.I.s and with the return to the fold of some of our older members, that figure will pass the 300 mark during 1955.

Looking ahead we have a very full programme, a Social being held in most months, a Ladies' Night Dinner and Dance at the end of April, and on June 11 we journey to Earls Court in force to give the Pompey Field Gun Crew a really good Chuck Up: the hope of us all being that 1955 will be Pompey's year. Although we are now holding our meetings in the Staff Instructors' Mess, Whale Island, it is still our ultimate aim, when funds permit, to establish a Clubhouse in the City.

R. H. Rainer, C.P.O., G.I., Secretary.

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The inclusion of any advertisement cannot be guaranteed, nor responsibility accepted for errors or omissions.

ACCOMMODATION

NICELY FURNISHED ROOMS for naval personnel, child taken, share kitchen and bathroom. View by appointment.—Mrs. Hammond, 30 Newbolt Road, Paulsgrove.

TWO NICELY FURNISHED ROOMS in modern house, almost sole use of kitchen, bathroom and garden, garage; all found for £3 per week.—Apply by letter to: E. Lewis, 58 Sunningdale Road, Portchester, Fareham.

HOUSES TO LET FURNISHED, periods one or two years reasonable rents to good and careful tenants.—Apply Hilary & Co., Chartered Land Agents, Petersfield 239.

TWO LARGE FURNISHED ROOMS, own kitchen, toilet and meters, use of bathroom, shed and garden, own linen, no children; 47s. 6d. per week inclusive electricity.—131 Chatsworth Avenue, Cosham, Portsmouth.

SELF-CONTAINED FURNISHED FLAT, 1 bed-sitting-room, kitchen, bath and toilet; 21 gns. per week.—195 Forton Road, Gosport.

TWO FURNISHED ROOMS, central heating, use kitchen and bathroom, own cooker, sorry no children.—17 Devon Road, Green Lane, Copnor.

TWO FURNISHED ROOMS, double bedroom, lounge-sitting-room, use of bath and kitchen, suit business couple; 40s. per week.—47 Elmleigh Road, Havant.

TWO COMFORTABLE FURNISHED ROOMS, use of kitchen, linen, light and gas, sorry no children.—11 Renny Road, Portsmouth.

HAYLING ISLAND.—Furnished semi-bungalow; 2 reception, 3-4 bedrooms; central heating; garage, garden; long let preferred; main road; 31 gns. per week.—Friary, West Town, Hayling Island.

COMFORTABLE ACCOMMODATION, bed and breakfast, 32s. per week; room only, 22s.; h. & c. all bedrooms at select guest house till end of May.—4 Kenilworth Road, Strand, Southsea, Phone 33519.

MALLOW GUEST HOUSE, 82 Whitwell Road, Southsea. Special terms October 1 to March 31, 1955. Bed and breakfast and evening dinner with full board on Sundays, only 50s. per week per head for families of naval personnel. Children welcome.

TWO FURNISHED ROOMS and kitchenette to let, rent reasonable.—80 Kimberley Road, Southsea.

COMFORTABLE ACCOMMODATION, clean and respectable, convenient for buses.—20 Maurice Road, Milton, Southsea.

TWO FURNISHED ROOMS, use of bathroom and kitchen, everything modern, sorry no children.—41 Whitworth Road, Copnor, Portsmouth.

FURNISHED FLAT, Hayling Island, references required; 2 rooms, kitchen and bathroom, own meters; 35s. per week; not suitable young children.—Fairhurst, 43 Park Road, S. Hayling Island.

TWO FURNISHED ROOMS, use kitchen and bath, sorry no children.—45 Epworth Road, Copnor.

FURNISHED SITTING-ROOM, bedroom, kitchen and bathroom, no linen, own meters; 45s. per week; call between 10.30 a.m.-5.30 p.m.—161 Queen's Road, Buckland.

TWO FURNISHED ROOMS, use kitchen and bath; £2 12s. 6d. per week inclusive.—7 Exeter Road, Southsea, Phone 32759.

TWO FURNISHED ROOMS, use kitchen and bath, meals if required, vacant for three months, reasonable rent.—2 Cardiff Road, North End.

TWO LARGE FURNISHED ROOMS, use of kitchen, bathroom and garden, convenient for shops and buses; regret no children.—Phone 31815.

NIGHTLY ACCOMMODATION for single naval ratings: 1 double, 2 single, or bed and breakfast.—107 Queen's Road, Gosport.

COMFORTABLE HOMELY HOLIDAYS, bed and breakfast, 8s. 6d. per night; all dates available.—12 Newcombe Road, Fratton, Portsmouth.

SITTING-ROOM, bedroom, toilet and kitchen, share bathroom, own gas meter; £2 10s. inclusive electricity; long let preferred.—Apply by letter, Mrs. Warder, 28 Magdalen Road, North End.

SIX-ROOMED FULLY FURNISHED SELF-CONTAINED FLAT, carpeted, very comfortable, every convenience, close to shops, buses to all parts of the city. Admiralty Scheme preferred.—33 Festing Road, Southsea.

TWO LARGE FURNISHED FRONT ROOMS, use kitchen, larder, bathroom, garden, 5 minutes station, one baby welcomed.—17 Westbourne Avenue, Emsworth.

VACANT TILL END OF MAY, self-contained furnished flat; 35s. weekly.—21 Beach Road, Southsea.

COMFORTABLE HOLIDAY ACCOMMODATION, bed and breakfast, 2 gns.; evening meals by arrangement.—Write Willis, 64 Knox Road, Stanshaw, Portsmouth.

FURNISHED BED-SITTING-ROOM, use of bathroom and kitchen.—65 Mafeking Road, Southsea.

FURNISHED HOUSE at North End, 5 gns. per week. Furnished flat at Drayton, all conveniences.—Apply to Mrs. Whittle, 34 Drayton Lane, Drayton, Portsmouth.

TWO FURNISHED ROOMS, use kitchen and bathroom.—Apply 42 Empshott Road (off Winter Road), Southsea.

SEMI-DETACHED FURNISHED HOUSE, vacant two years from April; 3 bedrooms, bathroom, lounge, breakfast room, kitchen.—Apply after 7 p.m. to 100 Highland Avenue, Fareham.

TWO COMFORTABLE furnished rooms, own kitchenette, cooker and meter; use bathroom. Sorry, no children. Permanent.—46 Margate Road, Southsea.

BOARD RESIDENCE, near the South Pier; bed-sitting-rooms, h. & c., television lounge; families welcome; £2 15s.—2 Bembridge Crescent, Southsea. Tel. 33813.

WAR MEDALS WANTED, any country, by ex-sailor starting collection; also coins. Your price paid. Send in registered letter.—George Hickinbottom, 173 Leabrook Road, Tipton, Staffs.

MAISONETTE; ground floor; suitable for one or two children; long let preferred; 31 gns. per week.—10 St. Helen's Park Crescent, Southsea.

FULLY FURNISHED FLATLETS, own kitchen, 2 to 2½ gns.; vacant short periods till May 28; no children.—38 Shaftesbury Road (opposite Queen's Hotel), Southsea.

TWO COMFORTABLE FURNISHED ROOMS (2 single beds), own kitchen, use bathroom; quiet couple; no children; 38s. 6d. inclusive electricity.—57 Copthorn Road, Copnor.

TWO FURNISHED ROOMS, own kitchen, use bathroom, own cooker and meter; no linen or china; £2 per week inclusive electricity; no children.—19 Winter Road, Copnor.

FULLY FURNISHED SELF-CONTAINED FLAT, garage, £2 10s. per week inclusive.—Apply Vaughn, Dinas, Warren Sands, Hayling Island. Tel. 77386.

SOUTH DEVON.—Holiday accommodation, bed, breakfast, evening meal; £4; highly recommended.—Jenkins, 74 Edenvale Road, Paignton. AVAILABLE in 3-4 weeks time, furnished top flat, completely self-contained, with garage if needed; no children.—Apply by letter to 35 Southampton Road, Fareham, Hants.

FURNISHED DOUBLE BED-SITTING-ROOM, 30s. per week inclusive; use of kitchen. Sorry, no children.—Apply evenings only, 8 Tennyson Road, Copnor.

TWO FURNISHED ROOMS; expectant mother or young baby welcomed; call any time.—Mrs. Knott, 29 Alverstone Road, Milton.

TWO FURNISHED ROOMS, suit couple, use bathroom, garden and kitchen; nice locality.—8 Clegg Road, Eastney.

FURNISHED DOUBLE BED-SITTING-ROOM, 42s. per week inclusive; no linen, use bathroom, 42s. per week inclusive; no children.—Call after 6 p.m. 48 Westbourne Road (off Chichester Road), Copnor.

CARAVANS

FURNISHED 4-BERTH CARAVAN, Calor gas, water and sanitation, situated Milton Road, near shops, post office; long let preferred; 45s. week.—Hewitt, 5 Craneswater Avenue, Southsea, Phone 32952.

CARAVAN to let, long or short periods, six-berth, separate kitchen, fitted with Calor gas stove and sink, convenient, situated in delightful wooded country in the New Forest, swimming, fishing.—Apply Mrs. A. K. Whittaker, 58 First Avenue, Farlington, Cosham.

ACCOMMODATION WANTED

OFFICER AND FAMILY, two small children, require furnished accommodation, all modern conveniences, in Portsmouth area for about two months from Easter.—Mrs. Beresford, Mill Lane, Thurston, Bury St. Edmunds, Suffolk.

HOUSES FOR SALE AND EXCHANGE

BUILT 1952, 3 bedrooms (airing cupboard), 2 reception, Sofono fire, back boiler, bathroom, h. & c. basin, w.c., spacious kitchen, dresser, pantry, h. & c., outer w.c.; large gardens, garage space; close bus routes; £1,725.—4 Hastings Avenue, Gosport.

BOSHAM, near to main line station and convenient for Portsmouth, a semi-detached house comprising 2 reception-rooms, 4 bedrooms, bathroom, kitchen, garden with garage space; freehold £1,650.—Apply Bedford & Upton, 24 Southgate, Chichester. Tel. 3866-7.

FREEHOLD SEMI-DETACHED, ideal position, close sea, shops, theatre, bus stops; 2 sitting-rooms, 5 bedrooms, bathroom, kitchen, 2 lavatories; garden front and back; price £3,300. Rated £44.—4 Worthing Road, Southsea.

GOSPORT, HARDWAY.—Semi-detached well-built house, good order; 3 bedrooms, 2 reception rooms, bathroom with wash basin, w.c., kitchenette, large conservatory, store cupboard and w.c.; large hall, coal bunker, large garden, fruit trees; side entrance, large garage. Price £2,200.—61 St. Thomas Road, Hardway, Gosport.

MODERN detached 8-roomed house, garden, secluded position; beautiful view overlooking Meon Valley; also acreage up to 17, mostly woodland, if required; £2,500-£3,000 according to land purchased, or near offer.—Lillywhite, Hillcrest, Bishops Lane, Shirrell Heath, Southampton.

OXFORD. Exchange tenancy modern 3-bedroomed Council bungalow at Waterlooville for similar at Oxford.—10 Maralyn Avenue, Waterlooville, Portsmouth.

SEMI-DETACHED BUNGALOW, completed November 1954; lounge/dining-room, 2 bedrooms, kitchen, bathroom, conservatory, brick built garage; £1,895; immediate occupation if required.—40 Cuckoo Lane, Stubbington, Hants.

SEMI-DETACHED HOUSE and 2 acres; 5 rooms, scullery, outbuildings, etc.; main electricity, Rayburn cooker, hot water, main water available; land on southern slope, sandy loam, fully planted up, showing a good income from soft fruits, etc.; freehold £2,000.—6 Hundred Acres, Wickham, Hants.

SOUTHSEA.—Semi-detached house with double stone bays and forecourt; square hall, 4 bedrooms, 2 large reception, kitchen, inside and outside sanitation, garden and yard with side entrance; brick shed, double cellar, conservatory; £1,950.—Write Box ABC6.

THREE-BEDROOMED HOUSE, garden front and rear; near Whale Island; £750 or near offer, 70 Simpson Road, Stanshaw.

WICKHAM, 10 miles Portsmouth, main road, good residential position, detached house, well-designed and equipped; 2 reception, kitchen with Rayburn cooker, multi-point Ascot, bathroom, w.c., 4 bedrooms, conservatory, garage, inspection pit, garden, orchard; 1 acre including building plot; main electricity, gas, water; £3,750.—Apply Lowman, Summer Lodge, The Avenue, Camberley.

THREE-BEDROOMED HOUSE, 2 reception, large kitchen, larder, bathroom, h. & c., all conveniences, garden; inspection invited; £1,650.—46 Roman Grove, Portchester.

92 LABURNUM GROVE, NORTH END. Modern property, built 1950; 4 large bedrooms, 2-3 reception, rear entrance and brick shed; eminently suitable as guest house or for conversion into 2 flats; price £2,650.—For appointment to view, kindly telephone Mr. Roberts, Portsmouth 2258.

HAVANT, HANTS, in quiet avenue 8 minutes walk main line station, compact detached residence in excellent decorative order; 4 bedrooms, 3 reception, bathroom, linen-room, cloakroom, kitchen, larders, garage, telephone, all main services, well-kept garden of convenient size; area of ground 160 ft. x 100 ft.; £3,500.—Apply Cdr. E. F. S. Back, Idesworth House, Third Avenue, Havant, Phone Havant 335.

28 VIRGINIA PARK ROAD, GOSPORT. Double bays, 3 bedrooms, 2 reception, bathroom, low flush suite, half-tiled kitchen, back and front gardens, garage space, coal bunker, electric points; owner occupier; price £1,600. View any time.

FOR SALE, GOSPORT, 6-roomed house, bathroom, close to shops, Horner, Dolphin and other naval establishments; £1,275 or near offer.—2 Foster Road, Gosport, or phone 8238.

MODERN SEMI-DETACHED HOUSE, 3 bedrooms, 2 reception, bathroom and kitchen, h. & c., good garden; £1,850 or near offer.—49 Fourth Avenue, Denvelles, Havant, Hants.

HOUSE FOR SALE, £1,150, 3 bedrooms, 2 reception, kitchen, scullery, bath, close to town and sea.—14 Baileys Road, Southsea.

FARLINGTON HILL SLOPES, semi-detached 3-bedroomed house, half-tiled kitchen, bathroom, brick garage, concrete drive, lawns, first-class condition throughout; £2,575.—58 Old Rectory Road, Farlington.

TRADE

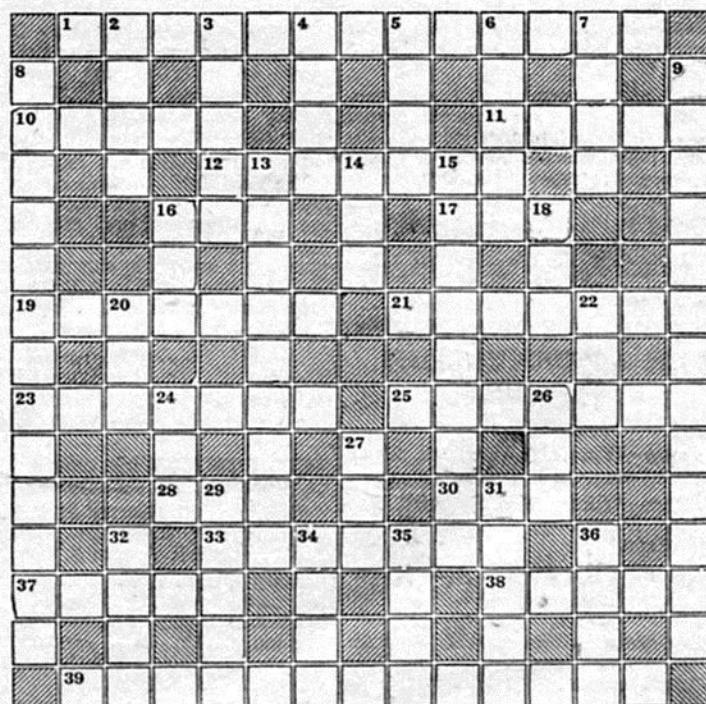
GOSPORT, LAWSON & COMPANY, Estate Agents, have in recent years assisted a great number of naval personnel to purchase suitable properties in the district. Enquiries welcomed and personal attention given without obligation. Mortgages arranged (at present 95 per cent. up to purchase price £2,000). A selection of modern houses and bungalows from approximately £1,500 upwards available with deposits of approximately £75 upwards.—Offices, 9 Brockhurst Road, Gosport. Phone 89566.

Navy News Crossword—No. 8

A prize of One Guinea will be given for the first correct solution to be opened on March 21.

We regret that due to an error, the wrong block was used in the last Crossword. Three solutions were submitted, and we feel that these efforts should not go unrewarded. We have great pleasure in forwarding a cheque for half a guinea to the following:—

Lt. (L) D. A. Richards, R.N.V.R., H.M.S. President.
L/FX 885615 L.R.E.M. (A) Smith, P.W., H.M.S. Ariel.
Mr. P. Maloney, 50 Seaway Grove, Portchester.



CLUES ACROSS

- 20 at 45 minutes (4, 4, 5).
- Sent with a hundred in (5).
- Outcome (5).
- Return the material with the household mineral in it (7).
- Anger follows it for hope (3).
- Not a high-class artist? Very (3).
- More than the second part of 23 could be this (7).
- "Get in, 99. It's an inside job" (7).
- The official is open-armed after seeing this (3, 4).
- "O! G.I." Does this? (4, 1, 2).
- "To Have and to Hold," showing in all town cinemas (3).
- Age (3).
- Another Saint? (7).
- Ships and scaling-wax, cabbages and kings (5).
- A wicket-keeper who has dropped fifty (5).
- Can be said of the absent car-owner, even if he has no clubs (4, 3, 1, 5).

CLUES DOWN

- River of a German aristocrat (4).
- Pocket panics? (5).
- If the woman is around a hundred, she comes of an old stock (4).

DO YOU DESIRE HOUSE OWNERSHIP? Why pay excessive rent? House purchase with endowment assurance with reduced premiums by naval allotment ensures security for the future. Write for full particulars, without obligation, to S. V. Norris, "Gwenlyn," Beechwood Avenue, Waterlooville, Hants.

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SITUATIONS VACANT

VACANCIES ON THE STAFF of the Admiralty Shore Establishments Cinema Fund will shortly require to be filled as follows:

(a) A retired Chief Petty Officer or above with electrical qualifications who will be required to live in the Portsmouth area as representative of the Admiralty Shore Establishments Cinema Fund in that area.

(b) A retired Chief Petty Officer Writer or above to work as Accounts Clerk in the accounts department of the Admiralty Shore Establishments Cinema Fund, Royal Victoria Yard, Deptford, S.E.8. Applicants should write in the first instance to the General Manager, Admiralty Shore Establishments Cinema Fund, Royal Victoria Yard, Deptford, S.E.8, giving qualifications.

THE BRIGHTON EQUITABLE CO-OPERATIVE SOCIETY LTD., have vacancies for capable men desirous of making a career in the Dairy Industry; large modern mechanised plant; 6-day week of 44 hours; commencing wage approximately £8 per week; excellent conditions of employment.—Apply Dairy Manager, 23 Hanover Crescent, Brighton.

MR. AND MRS. LAMBERT require retiring P.O. or Rating to run small modern house—ex-manservant just retired after 30 years' service—excellent home for right man; own sitting-room; good off-time; bachelor or widower; must have first-class references; fare paid for interview.—Cotswold Lodge, Motcombe Road, Branksome Park, Bournemouth, Hants.

DRIVER wanted, young single ex-naval staff car driver preferred; ability to assist with handling and packing precision instruments would be an advantage; permanent job based at Westminster for suitable qualified and well-recommended applicant.—Box ABC5.

MARRIED COUPLE wanted as cook and parlourmaid; furnished or unfurnished accommodation available; two in family; good references essential.—Apply Mrs. Keddie, Downham Grange, Nr. Billericay, Essex.

H.M.S. BULWARK

AFTER A long spell in Portsmouth for leave, storing, and the fitting of the mirror sight, Bulwark sailed for Flying Trials on January 31. Only the greatest optimist would expect prolonged flying weather in the Channel during February, but after a shaky first morning the rest of the trials took place in spring-like sunshine.

At 1529 on February 7, the first aircraft, an Avenger, landed on. The pilot, and this is something to be shouted about as an example of the close co-operation between Great Britain and America, was Lieut. Commander Nance, United States Navy. He is at present on exchange service with the Royal Navy in 703 Squadron at R.N.A.S. Ford, and this unique occasion was celebrated in champagne presented by Bulwark's Commanding Officer, Captain J. M. Villiers, O.B.E., R.N.

On subsequent days the Avenger, Skyraiders, Wyverns, Sea Hawks and Gannets tried and tested arrester gear, catapults and the mirror landing aid, while the ship's helicopters provided Planeguard, V.I.P. taxi and other services.

At the week-end, the boffins and firm's representatives collected their equipment and departed, leaving Bulwark, for the first time since commissioning, completely in the hands of her ship's company. Their first task was evaluation trials for the mirror with piston-engined aircraft.

After a work-up with 807 Squadron (Sea Hawks), the ship will operate off Scotland for L.S.O. (Batsman) training and after various other trials will return to Portsmouth for Easter.

Before leaving, a ship's company dance was held at Kimbells and a children's party on board; it is hoped these were the first of many Bulwark occasions. Beards are now sprouting on many faces, no doubt with the frozen north in mind, and if Bulwark has any small external differences other than the mirror landing aid, they are just the television aerials of the more baronial messes.

WHAT'S ON—March, 1955

1.—Inter-Command basket ball, 1930, Gym., R.N.B.

H.M.S. Thesus Ship's Company Dance, Savoy Ballroom, Southsea.

The Story of British North Greenland Expedition, by the leader, Cmdr. C. J. W. Simpson, D.S.C., R.N., at South Parade Pier, 7.45 p.m.

2.—Soccer—Navy Cup Final. R.N.A.S. Culdrose v. R.M. Chatham, Fratton Park.

3.—Boxing—Portsmouth Command v. Southampton. Away. British Red Cross Society Grand Fair, South Parade Pier, 2.30 p.m.

R.N. Writers' Benevolent Assoc. Meeting—Yorkshire Lamb, Portsmouth, 7.30 p.m.

Greenwich & Holbrook Royal Hospital School—Old Boys' Association Meeting, Royal Sailors' Home Club, 7.30 p.m.

4.—Boxing—R.N. Officers v. Belsize B.C. Ariel.

5.—Football—Portsmouth v. New-castle United. Home.

6.—Concert, King's Theatre, 3 p.m. Tortelier. Music of Elgar, Brahms, and Dvorák.

8.—Cross-Country—Portsmouth Command Championships—Dryad.

9.—Soccer Challenge Cup Final, Siskin v. R.N.A.S. Ford, Pitt St.

10, 11.—Royal Tournament Phase II, R.N.B., Portsmouth.

11, 12, 13.—Squash Inter-Command, Devonport.

14.—King's Theatre, Southsea. One week only. A. E. Matthews in "Manor of Northstead." Evenings 7.30, Matinees 2.30 Weds., Thurs. and Sat.

16.—Soccer—Junior Challenge Cup Final, Sickberth Staff v. R.A.F. Titchfield, Pitt St.

Cross-Country—R.N. Championship. Ariel.

18.—Netball—W.R.N. Intercommand. Portsmouth.

Nuffield Club Dance. 7.15 p.m. 12. Kimbells Cafe, Osborne Rd., Southsea.

19.—Football—Portsmouth v. Burnley. Home.

Netball—W.R.N. v. Civil Service. Portsmouth.

20.—Concert, King's Theatre, 3 p.m. Gina Bachauer. Music of Suppé, Gluck, Tchaikovsky, Purcell, Debussy, Grieg, and Borodin.

Netball—W.R.N. v. Isle of Wight County Team. Portsmouth.

21.—Netball—Inter Service. Portsmouth.

H.M.S. Dryad Players present "The Hollow" by Agatha Christie.

22.—Boxing, Portsmouth Championship. R.N.B. Portsmouth.

H.M.S. Dryad, Play, "The Hollow."

23.—Boxing, Portsmouth Championship. R.N.B.

H.M.S. Dryad Play, "The Hollow."

Southsea Shakespearean actors present "King Henry V" at St. Peter's Hall, at 7.30.

23.—Soccer Charity Cup Final, Vernon v. Daedalus, Pitt St., 1500.

24.—Swimming, Command Trials, R.N. School of P.T.

H.M.S. Dryad Ship's Company Dance, Kimbells Ballroom, Southsea.

H.M.S. Cleopatra Ship's Company Dance at Kimbells Ballroom, Southsea.

28.—M.T. and R.E. Dance, Kimbell's Ballroom, Southsea.

29.—Boxing, Preliminaries. Gym., R.N.B.

30.—Boxing, Finals. Gym., R.N.B.

SPORTS PAGE

BOXING

THE R.N. Boxing team travelled to Cardiff on Tuesday, February 15, to fight Wales.

The result was a narrow victory for Wales by 5-4.

The improved form shown by our boxers since our defeats by Southern Counties and Midland Counties has been most encouraging. It is a heartening change to see Naval boxers fighting aggressively and lasting all three rounds.

L.R.E.M. Mills (Air), A.B. Phillips (Portsmouth), Mne. Saunders and A.B. Gleason (Plymouth) show the best form, and the Inter-Command Championships in the R.N. Barracks gymnasium on Tuesday, March 29, and Wednesday, March 30, should be a popular draw for all enthusiasts, civilian and service.

The team competition should prove a very close affair and it is hoped that the best Home Fleet boxers will be home in time to compete as individuals.

R.N. v. WALES

Results—A. B. Childs (Nore) lost on points; L.Sea. Hill (Nore) lost on points; O.Sea. Cashmore (Portsmouth) won on points; L.R.E.M. Mills (Air) won on points; O.Sea. Bateson (Portsmouth) lost on points; A.B. Gleason (Portsmouth) won on points; L.E.M. Fairbrother (Air) lost on points; Mne. Saunders (Plymouth) won on points; L.Sea. James (Plymouth) lost, stopped second round.

R.N. BOYS' CHAMPIONSHIPS

For the last three years, H.M.S. Ganges and H.M.S. St. Vincent have always finished within one point of each other, even when neither had the winning team, as was the case last year and in 1953, when the competition was won by H.M.S. Fisgard.

This year was to be no exception and after a thrilling struggle Ganges emerged the overall winners by 49 points to St. Vincent's 47, with each team winning 5 of the 10 weights.

An added interest to the championships was the completely different styles of the Ganges and St. Vincent boxers. The Ganges team had obviously concentrated on boxing style and technique, whilst the St. Vincent boys were fighters all and superbly fit. Whenever boxers from the two teams met it was always a question of "Can Ganges hold off for three rounds the non-stop St. Vincent attack?"

A pleasant surprise of the championships was the performance of the R.M. School of Music. Despite the comparatively small number of boys at this School they finished a creditable fourth.

Final Points—Ganges, 49; St. Vincent 47; Fisgard 34; R.M. School of Music 23; Raleigh 20; Collingwood 5.

HOME FLEET OPEN BOXING CHAMPIONSHIPS, 1955

RESULTS

Individual

Bantam—Winner, S.M. Black, Tyne; Runner-up, A.B. Tough, Delight.

Feather—Winner, S.M. Sweeney, Darling; Runner-up, O./Sea. O'Leary, Battleaxe.

Light—Winner, O./Sea. Jeffery, Bermuda; Runner-up, P.O. Stwd. Harris, Battleaxe.

Light Welter—Winner, S.M. Ratcliffe, Bermuda; Runner-up, O./Sea. Towler, Bermuda.

Welter—Winner, Tel. Beddall, Bermuda; Runner-up, O./Sea. Maughan, Saintes.

Light Middle—Winner, Mid. Rodd, Bermuda; Runner-up, L./Ck. Johnston, Alliance.

Middle—Winner, A.B. Emery, Delight; Runner-up, A.B. Wodaston, Bermuda.

Light Heavy—Winner, A.B. Whistler, Alliance; Runner-up, A.B. Mackney, Scorpion.

Heavy—Winner, S.M. Oakes, Barleur; Runner-up, L./Tel. Llewellyn-Jones, Alliance.

Team Placings

1. Bermuda/Reward/Alliance, 33 points; Darings, 15 points; 3. 3rd D.S., 12 points; 4. 6th D.S., 9 points; 5. Tyne/Apollo, 5 points; 6. 6th F.S., 2 points.

R.N.A.C. (SOUTH)

SINCE OUR last article the Club has taken part in four fixtures. The first was against our local rivals, Portsmouth Athletic Club and had to be transferred to Dryad at the last minute owing to their headquarters being in the danger zone of cliff falls on Portsdown Hill. Unfortunately we had a very poor muster owing to transport difficulties and the result was little more than a training run. On the same day, however, Petty Officer Sharp and Leading Seaman Haskell were representing Hampshire in the Inter-County Championships run under terrible conditions of ice and snow at Liverpool and were instrumental in helping to bring Hampshire up from last year's 17th position to this year's ninth.

AWARDED MEDALS

The following week saw a number of clubs competing for the Gosney Trophy at Southampton and the Club finished second to the County Champions, Eastleigh. Then came the South of Thames Association Senior race run over a distance of 7½ miles at Horsham: owing to previous successes, M. A. A. Pape was barred from running in this event but, even so, the R.N.A.C. were awarded the special set of medals for the greatest improvement in performance in recent years when they finished 9th out of 23 teams, with Sharp and Haskell in 10th and 17th individual positions and A.B. Jackson, A.B. Moralee, P.O. Wright and N.A. Ratcliffe the other scoring members of the team.

At Worthing so many members turned up that Sharp and Pape tossed up for teams to compete against Worthing and Portsmouth A.C. teams with the result that Pompey had the winning team while we had Sharp's team in second place.

Turning from team to personalities, there are several moves of interest to report. A.B. Jackson is on his way,

having joined H.M.S. Sheffield: he will be greatly missed for his cheery smile under all conditions and he is a loss to our long distance road race team. The P.T. School has seen the return of Chief Petty Officer Harvey from Malta to a job on the staff, chiefly concerned with athletics, and we hope to see some improvement on his discus form which was very promising when he last competed in the district. C.P.O. Johnson has moved from the "School", but only as far as Victoria Barracks at the moment so he will still be available for the forthcoming track season.

At a recent examination for A.A.A. officials held throughout the Navy Club members and others from the area obtained five passes out of seven papers in track events and nine out of eleven passes in Field events—a very high figure compared with the whole examination.

NEW STARS WANTED

The Command Cross Country Championships and Navy Championships are both scheduled to be held before my next notes appear and at the moment it looks very much as though Whale Island will complete the "double" and take the Spring trophy away from "Collingwood" to keep the Autumn trophy company. The Junior competition is an unknown quantity as we see little of the "St. Vincent" team, but I think we can expect E.A. Apprentice Purdy of Collingwood to lead the field home as he is one of the best youngsters we have had lately. For Navy honours, Sharp and Haskell appear to be sure bets to run against the other Services but no new stars have been spotted so it is hoped that the other Commands can produce some fast men if the Senior Service is not to trail the Army and R.A.F. home in the Inter-Services race.

C.A.S.

FOOTBALL

NAVY CUP FINAL TIE

R.N.A.S. Cudrose v. P.R.O.R.M. Chatham

THESE TWO teams, neither of whom have ever won this Cup, meet at Fratton Park, Portsmouth, on Wednesday, March 2. Kick-off 1445.

The Cup was presented by Officers of the Fleet and Harbour Establishments in 1912, but the competition dates from 1905 when R.N.B. Portsmouth beat H.M.S. Cambridge 2-1 after extra time.

The Royal Marines have always had a keen interest in this competition and this is the sixth occasion since the war when a Royal Marine team has contested the final. The last occasion a sea-going ship won it was in 1939, when H.M.S. Ark Royal was successful. What about it, the new "Ark"?

Inter-Services Matches

Service men will have little chance to see the Inter-Services matches, the one against the Army being played at Bristol on Wednesday, March 16, and the other against the R.A.F. at Wolverhampton a week later.

It does seem a pity that the necessity of taking a sizeable gate dictates the venue of these games, but the fact remains that the sailor seldom does see his Service team in action against the other two Services.

The contrast in play between the all-amateur side fielded by the Royal Navy and the full professional sides of the Army and R.A.F. is always interesting, although the result is normally a win for the professionals.

Nevertheless, the regular sailor does get his "cap" whereas the regular soldier or airman seldom do.

HOCKEY

THE FOLLOWING matches have been played since the New Year:

R.N. 3 v. Mid-Surrey 3; R.N. 0 v. Cambridge 4; R.N. 2 v. Oxford 3; R.N. 5 v. Civil Service 5.

Navy Team. Mr. Sproston; Cdr. Manners, Sub-Lt. (S) Devonshire; Lt. Malhotra, Inst. Lt. Wilcox, Sub. Lt. Durden Smith; Mid. Eager, A.A.2 Brown, Lt. Idiens, Ord. Sea. Forster, Lt. Cdr. Cradock-Hartopp.

Those who are anxious to see the Navy team in action in Portsmouth during March can do so on the following dates, both matches being at the R.M. ground, Eastney, bully off 1445.

Sunday, March 13, v. Ghosts.

Wednesday, March 23, v. R.A.F.

Before the inter-Services matches, it is hoped to strengthen the backs by the inclusion of Lieut. Cdr. (E) Midgeley, the Olympic player and last year's Navy captain, who is once again available.

Navy Cup

H.M.S. Siskin were the first team to reach the final of the new knock-out competition started this season, by defeating H.M.S. Osprey 2-1 on Saturday, February 12.

The other finalist are Reserve Fleet, Plymouth, who beat the R.M. Deal 4-2 the following week-end.

The date and venue of the final has yet to be decided.

HOME FLEET SPORTS NEWS

THE ROYAL MARINES held their own Assault-at-Arms in H.M.S. Theseus at Portland, with the following results:—

Young Soldiers Bayonet—1st, Mne. C. Hosmer (Tyne); 2nd, Mne. F. Wright (Bermuda).

Team Bayonet—H.M.S. Bermuda (walk over).

Open Bayonet—1st, Bug. H. Gower (Ocean); 2nd, Cpl. E. Hoccom (Theseus).

Foil—1st, Cpl. E. Hoccom (Theseus); 2nd, Mne. P. T. O'Leary (Ocean).

Sabre—1st, Sgt. Cletheroe (Bermuda); 2nd, Musc. E. Nunn (Theseus).

Epee—1st, Cpl. E. Hoccom (Theseus); 2nd, Sgt. Cletheroe (Bermuda).

P.T. SCHOOL NEWS

Trapeze Display for Television
WE HAVE had tentative enquiries from the B.B.C. concerning the possibility of televising a Trapeze Display.

At the time of going to press, negotiations are very much in the "embryo" stage. Date and place have still to be settled as well as the more sordid financial details.

The original suggestion was for the display to be televised in a London swimming bath, but we have had to point out that, for this type of display, it is not possible to rehearse down here, and then attempt the actual display on an unfamiliar set of trapeze in London.

It would be necessary for the B.B.C. to accommodate the Display Party in London for four days or so, whilst rehearsing on the actual equipment to be used, or, alternatively, for the B.B.C. to come and televise the display at Portsmouth.

We have not, as yet, had the B.B.C.'s comments on the above, and are therefore awaiting these, before we request official approval for this venture.

National Savings Drive Display

The Boxing Demonstration is taking shape, with Petty Officer Payne as a "natural" in the comic parts; it promises "bags of laughs". Petty Officer Jones and Sergeant Cooper are doing some very slick stuff with knives, coshes and pistols, and the current "Qualifiers" have produced an excellent "Squeaky Pump" Tableau in their Parallel Bar Display.

Sport

Although with only some 30 able bodied and fit young men to choose from (aged Captains, Commanders, Chief Petty Officers and W.R.N.S. unfortunately not coming into this category), we have had a most strenuous month's sport.

Soccer

Having won our half of the Barracks League without conceding a victory and recently having recorded a 2-0 victory over the Barracks Navy Cup side (less P.O. Coates), our Soccer team took the field for the "mere formality" of beating Anson in the semi-final—two hours later,

after extra time, we left the field with the match still undecided, congratulating ourselves on not having lost! It just wasn't our day. However, in the replay !

Cross Country

"Being pipped on the post" by Victoria Barracks in the second of the R.N.B. Cross Country races, we had hardly time to put the Cup in the case, before having to hand it back!

L.Sea. Woolcott ran very well to be second man home in this race.

P.O. Curtis, despite his years (33), which would entitle him to sit back and watch others performing, captained the P.T. School team, and "clocked" in a very good personal performance himself, finishing fourth in the team.

Forthcoming Events

In a few days time we take the field against H.M.S. Excellent in the Portsmouth Command Inter-Establishment Basketball K.O. competition, and rumour has it that several of their team hail from Canada—the Land of the Basketball—who are over here on "courses".

Following shortly after this, comes Portsmouth Command Palmer Trophy and Royal Tournament eliminating Bayonet Team contests. Again it is rumoured that H.M.S. Excellent will be the "thorn in our side".

So it will be seen our thirty young men are being kept fairly busy.

Courses

The W.R.N.S. ratings four weeks Sports Course is drawing to its close and we shall be sorry to see them go—they have added "colour" and variety to our usual routine. It is said that their presence has even "softened" some of the more violent members of the Staff!

The three-week Boxing Course has now dispersed, and it was gratifying to note the marked improvement in the result of the recent annual Boxing match between the Royal Navy and Wales—although, of course, this might be pure coincidence!

The S.P.T.I. Course are now in the "throes" of examinations, and will be dispersing at the end of this month. As soon as they go, a Course of re-qualifiers will be joining to qualify for P.T.I.



From: Air Marshal Sir Thomas Williams, K.C.B., O.B.E., M.C., D.F.C., M.A.

Chairman, H.M. Forces Savings Committee

To: All Serving in Her Majesty's Forces

Subject: SAVE WHILE YOU SERVE

You may say that you find it hard enough to save in "Civvy Street" so how on earth can you do so in the Services? However, if you think about it seriously there is no better time to start—if you haven't already done so. Every unit in all the Services "lays on" National Savings facilities and the Unit Savings Officer will be only too pleased to help would-be savers.

I recently retired after many years in the Royal Air Force. I know how valuable a service Forces Savings is giving to both Regulars and National Service personnel, and no matter where you may be stationed you can save a bit from your pay if you want to do so.

I also commend Forces Savings for mention by parents and friends to young men who are going into the Services (and to young women too, as in the Women's Services there are some of our best savers!)

We have an excellent series of leaflets (shown above) which tell, in simple language, all about Forces Savings. Why not write for a copy of the one which applies. Address your letter to me:—

Air Marshal Sir Thomas Williams,
H.M. Forces Savings Committee,
1 Princes Gate, London, S.W.7.

Issued by H.M. Forces Savings Committee